The Bombay Gazette.

No. 7,397.—New Series. BOMBAY :—SATURDAY, NOVEMBER 27, 1869. Annual Subscription in Advance... ..Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town ..... Rs. 32 0
including postage ..... „ 72 0
For half year in advance delivered in Town ..... „ 28 0
including postage ..... „ 38 0
For three months' advance, delivered in Town ... „ 16 0
including postage ..... „ 21 0
For one month, delivered in Town ..... „ 6 0
including postage ..... „ 7 12
Single Copy for Cash ..... „ 0 4
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TERMS FOR ADVERTISEMENTS.

Ten lines and under
First insertion ..... Rs. 5 0
Second Ditto ..... „ 2 8
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Fourth and succeeding insertions ..... „ 0 2½ As.
per line, but no Advertisement counted as less than eight lines

LONG ADVERTISEMENTS.

First insertion ..... 9 As. per line.
Second Ditto ..... 4½ „ „
Third and succeeding ..... 2½ „ „
In the Native Languages, double the above.
Domestic Occurrences, Each—Rupee 1.

All Cheques, Money Orders, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, & CALCUTTA.

The British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above, with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship ARABIA, 1,027 tons, 200 H. P., Commander J. Saunders, will be despatched on TUESDAY, the 7th December at noon.

Leave	Dec.	Leave	Dec.
Bombay	7	Galle	13
Cowar	8	Negapatam	17
Mangalore	9	Madras	20
Cannanore	10	Coconada	22
Calicut	10	Vizagapatam	23
Beypore	10	Bimlipatam	24
Cochin	11	Gopalpore	24
Tuticorin	12	False Point	25
Colombo	13	Arrive Calcutta	26

This route is the most expeditious and economical for Passengers for the Neilgherrie district, Bangaloro, and Madras, who can land at Calicut for Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

(Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.)

The British India Steam Navigation Company (Limited) under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at Kurrachee, Gwadur, Muscat, Bunder Abbas, Linga, Bushire, Fao, Mahomerah, and Bussorah.

The steam-ship ABYSSINIA, 1,129 tons, 200 H. P., Commander J. Templeton, will be despatched on MONDAY, the 29th November, at noon.

Up.	Nov.	Down.	Dec.
Leave Bombay	29	Leave Bussorah	17
„ Kurrachee	Dec. 3	„ Fao	17
„ Gwadur	7	„ Bunder	19
„ Muscat	7	„ Linga	21
„ Bunder Abbas	9	„ Bunder Abbas	23
„ Lingah	10	„ Muscat	25
„ Bushire	13	„ Guadur	27
„ Fao	14	„ Kurrachee	29
Arrive Bussorah	15	Arrive Bombay	Jan. 1

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE

The British India Steam Navigation Company (Limited), under Mail Contract with Government, and in connection with the Weekly Service from England, despatch a Steamer to Kurrachee every Monday at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM TO THE MALABAR COAST.

The well known First Class Steamer PHLOX, E. Baker, Commander, will leave for the undernoted Ports every TUESDAY, starting from the Apollo Bunder at 4 P.M.

Unjunwell, Ratnagherry, Joyapoor, Malwan, Vingorla, Goa, Panjim.

For Freight or Passage apply to NUSSERWANJEE KERSASJEE, Bazaar Gate Street, and for Charter to J. DIXON, Apollo Street.

STEAM COMMUNICATION WITH THE MALABAR COAST.

Steamers LORD CLYDE, GENERAL HAVELOCK, GENERAL OUTRAM, and TILLY.

ONE of the above Steamers will be despatched every week to and from the Malabar Coast, calling at the intermediate Ports on the following days :—

Down Steamers.		Up Steamers.	
Leave	Bombay ..... Saturday.	Leave	Cochin ..... Friday.
„	Ratnagherry .. Sunday.	„	Beypore ..... Saturday.
„	Malwan ..... „	„	Calicut ..... „
„	Vingorla ..... „	„	Tellicherry .. „
„	Goa ..... Monday.	„	Cannanore .. „
„	Carwar ..... „	„	Mangalore .. Sunday.
„	Compta ..... „	„	Compta ..... Monday.
„	Mangalore .. Tuesday.	„	Carwar ..... „
„	Cannanore .. Wednesday.	„	Goa ..... Tuesday.
„	Tellicherry .. „	„	Vingorla ..... „
„	Calicut ..... „	„	Malwan ..... „
„	Beypore ..... „	„	Ratnagherry Wednesday
Arrive	Cochin ..... Thursday.	Arrive	Bombay ..... Thursday.

The Steamer TILLY, Captain Kinghorn, will be despatched according to the above table on SATURDAY, the 27th instant, at 3 P.M.

For freight and passage apply to

NOWROJEE BHICAJEE, Manager.

No. 6, Borah Bazaar Street, 22nd November, 1869.

NEW OVERLAND ROUTE.

(via SUEZ CANAL.)

LA COMPAGNIE MARCHAISSINET FRÈRE ET FILS of Marseilles beg to announce, that they are about to establish a DIRECT STEAM SERVICE between BOMBAY and MARSEILLES, via the SUEZ CANAL, thus dispensing with the necessity of transhipment of Goods and Passengers at Suez and Alexandria.

In accordance with the above the steam ship ASIE, Captain Lapierre, will be despatched from Bombay about the 15th December next, and will be followed by intervals of three weeks time, by large and powerful steamers specially built for this service.

PASSENGER RATES.

(Inclusive of Wines, and all transit fees through the Canal.)

	1st Class.	2nd Class.
To Aden	£ 25	£ 15
„ Suez	£ 40	£ 22-10
„ Port Said	£ 42	£ 24
„ Marseilles	£ 56	£ 36

For further particulars, rates of Freight, &c., apply to

KUNKLER, PREISWERCK, & Co., Agents.

Elphinstone Circle, 9th November, 1869.

NOTICE.—Consignees of Cargo per ship SALISBURY, from London, are requested to send off Boats alongside at once to take delivery of their Goods, otherwise the same will be landed by Captain True, without further intimation, at the risk and expense of the concerned.

Captain True will not be responsible for the condition of any package after it leaves the ship's deck.

TEE, LONDON, ASIATIC, and AMERICAN Co. (Limited), Agents for Captain True, ship Salisbury.

Bombay, 23rd November 1869.

NOTICE.—CONSIGNEES of CARGO per ship LALLA ROOKH, arrived from Calcutta, are requested to forward their Delivery Orders, accompanied by Bills of Lading for our countersignature, to say to what Godowns the Goods will be sent off boats at once for their Cargo, otherwise the Goods will be landed as they come to hand at the expense and risk of the concerned, as provided for in the Bills of Lading.

Captain Willis will not be responsible for the condition of any package after it leaves the ship's deck.

WALLACE & Co.,

Agents for Captain Willis, ship Lalla Rookh.

NOTICES.

THE JERUSALEM NEWS ROOMS, Corner of Forbes Street, Rampart Row. Ices and Light Refreshments may be had on the Premises.

P. GRANT and SON, SADDLERS, &c., have commenced business again at No. 9 Hummum Street, where all orders will be attended to.

Orders from Out-stations to be accompanied with remittance or reference for payment in Bombay.

GEO. NICOLL and COMPANY,

BOOT AND SHOE MAKERS.

24, MEADOW STREET, BOMBAY.

1, EAST STREET, POONA.

1, ELPHINSTONE STREET, KURRACHEE.

MRS. LAKE'S MILLINERY ESTABLISHMENT, UXBRIDGE HOUSE, 7, CLARE ROAD, BYCULLA, BOMBAY.

EVERY DESCRIPTION of MILLINERY on HAND, kept up by supplies received OVERLAND.

A large assortment of Children's DRESSES, PELISSES, CLOAKS, HATS, HOODS, SOCKS, &c., always in Stock.

WEDDING and MOURNING ORDERS carefully attended to.

LADIES' OWN MATERIALS made up.

Orders from Out-stations must be Accompanied by Remittances or References for Payment in Bombay.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO LIVERPOOL, LONDON, TRIESTE, MARSEILLES, BRINDISI, VENICE, NAPLES, LEGHORN, GENOA, BARCELONA, HAVRE, ADEN, AND SUEZ.

THE Bombay and Bengal Steam Ship Company, under arrangements with other first class lines of Steamers from Alexandria, undertake to give through Bills of Lading for Goods via Egypt to the above and most other Continental Ports.

A limited number of passengers can be accommodated.

Rates of Fare.

To Suez—1st class £40, 2nd class £25. } Exclusive
To Trieste—1st class £53, 2nd class £31. } of Wines.

Passengers by or for our Steamers will be furnished with First-class Tickets between Alexandria and Marseilles by Messrs. Fraissenet & Co.'s line for £10; making the passage-money between Bombay and Marseilles £50, exclusive of transit in Egypt.

We have arranged our departures from Bombay so as to arrive immediately before the departure of Messrs. Fraissenet's Steamer from Alexandria and avoid delay to passengers. The Marseilles Boats leave Alexandria every Thursday morning.

Steamers will leave Bombay every three weeks.

For Freight or Passage apply to Messrs. Stephen, Kennard & Co., London; Messrs. Tod, Kennard & Co., Liverpool; Messrs. Tod, Ralfsborne & Co., Alexandria; Austrian Lloyd's Steam Navigation Company, Trieste and Venice; Messrs. Fraissenet Pere et Fils, Marseilles; and Messrs. R. Rubattino and Co., Genoa; or to the undersigned in Bombay.

The Steam-ship KRISHNA, 1,500 Tons, Captain Craddock, will be despatched on MONDAY, the 29th November.

STEARNS, HOBART, & Co.

OVERLAND PASSENGERS.

Gentlemen proceeding Home will find all that is requisite in the following detailed list; the Goods being made specially for the passage and Home wear :—

REQUIREMENTS.

4 Dozen Silk and Wool Shirts.	1 Rug with Straps,
4 „ Under Vests.	1 Mantl.
4 „ Linen Collars,	1 Inverness Cape,
1 „ Fine Cotton Socks.	1 Hand Portmanteau.
1 „ Fine Merino Socks.	2 Overland Trunks.
1 „ Fine Merino Drawers.	1 Clothes Bag.
2 „ Colored Handkerchiefs.	1 Travelling Hat,
4 „ White Cambric.	1 Courier Bag.
1 Overland Suit.	1 Easy Chair.
2 Sleeping Suits.	1 Umbrella.
2 Pairs of Kid Gloves.	1 Pair of Brushes.
6 Scarfs and Ties.	Ladies' Overland Trunks.

Return Fares.—First Class Passengers embarking from India by the P. and O. Co.'s Steamer within six months of their arrival from England, and *vice versa*, will be allowed a reduction of 20 per cent. on the Return Passage Money.

Bombay. BADHAM & Co., Apollo House.

NEW ADVERTISEMENTS.

Now Ready,

BOMBAY GAZETTE OVERLAND SUMMARY.

The Bombay Gazette Overland Summary, prepared for despatch by each Overland Mail for Europe, contains, in addition to all the News of the Week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

Annual Subscription (in advance) Rs. 12
Single Copy ..... Annas 4
"Bombay Gazette" Office, Medow Street, Fort.

Now Ready,

THE BOMBAY PRICE CURRENT AND SUMMARY OF TRADE.

Published once a fortnight at the *Bombay Gazette* Office, on the departure of every alternate Mail for Europe.

The Bombay Price Current contains :—
A Specially-Written Market Report,
Freight Report, with statement of Ships chartered, &c.
Export Manifests of Vessels which have sailed during the Fortnight.
Quotations of Imports and Exports, and Customs' Duties.
Comparative Summary of Exports from Bombay, up to date, as per Ships' Manifests, with the total Exports for the three months, and for the same period as far back as 1858.
Comparative Summaries of Imports of Piece Goods and of Yarns into Bombay from Great Britain up to date, with the total for the three months and the same period as far back as 1860 and 1859 respectively.
Share List and Rates of Exchange.
List of Vessels in Bombay Harbour on the date of publication, and of arrivals and departures of Vessels during the fortnight.

Annual Subscription (in advance).....Rs. 10
Single Copy..... Annas 8
"Bombay Gazette" Office, Medow Street, Fort.

NOTICE.—CONSIGNEES of CARGO per Ship EAST, Captain Callander, arrived from Moulmain with a Timber Cargo, are requested to forward their Delivery Orders, accompanied by Bills of Lading, for our countersignature, and to pay their Freight to us and to send off boats at once for the Cargo, otherwise the Goods will be landed as they come to hand at the expense and risk of the consignees.

MERWANJEE NUSSERWANJEE,
Agent for Captain and Owners.

Apollo Street, Bombay, 26th November 1869.

THE BOMBAY ROYAL SPINNING AND WEAVING COMPANY, Limited.—NOTICE is hereby given, that an ORDINARY GENERAL MEETING of the Shareholders will be held at the Company's Mills, at Parell, on TUESDAY, the 21st December 1869, at 3 P.M., for the transaction of the following business :—

1. To receive the Directors' Report and Audited Balance Sheet of the Company's Accounts made up to 30th June 1869.
2. To fill up vacancies in the Board of Directors.
3. To appoint Auditors for the current year, and to fix their remuneration.
4. To pass the following special Resolution :—"The provisions of the Regulation 48 of the Table B, referred to in the Articles of Association, shall not apply to the Secretary, Treasurer, and Agent for the time being of the Company, and such Secretary, Treasurer, and Agent for the time being of the Company may be a Director of the Company."
5. And any other business that may be brought before the Meeting. By order of the Board of Directors,

CASSUMBHOY DHURMSEY,
Secretary, Treasurer, and Agent.

Bombay, 25th November 1869.

N.B.—The TRANSFER BOOKS of the Company will be CLOSED from 6TH to 21ST DECEMBER 1869 (both days inclusive).

PHOTOGRAPHIC ALBUMS, FOR CARTES DE VISITE,

With solid Gilt-edged Leaves and triply-gilt Clasps, richly bound in Turkey Morocco of a variety of handsome colours. A splendid assortment particularly selected, and

SUITABLE FOR PRESENTATION,

	Cash.	Credit.
FROM	Rs. as.	Rs. as.
5½ by 4½ inches, carrying in each page 1, and holding in all 30 portraits, at	9 0	10 0
11½ by 9½ inches, carrying in each page 4, and holding in all 200 portraits, at.....	80 0	90 0

TREACHER & Co. (Limited).

BREECH LOADING CARTRIDGE CASES.

	Cash.	Credit.
	Rs. as.	Rs. as.
Nos. 12, 14 and 16, CENTRAL FIRE, or PIN,		
Reduced to, per thousand	36 0	40 0

SPORTING REQUISITES OF EVERY DESCRIPTION ON SALE, AS USUAL, BY

TREACHER & Co. (Limited).

CASH, DEED, AND DESPATCH BOXES.

A large assortment, by Chubb and other first class makers

CASH BOXES,
with triply divided tray,
from Rs. 8-8 to Rs. 30.

DEED BOXES,
for safe custody of papers and documents,
from Rs. 19 to Rs. 36.

DESPATCH BOXES,
completely fitted,
from Rs. 22 to Rs. 68.

GYMKHANA KIT.

FOILS.	Cash.	Credit.
	Rs. as.	Rs. as.
Good Solingen Foils ... ... per pair	9 0	10 0
Do. do. brass mounted ... „	10 8	12 0
MASKS.		
Best Town Dresden Wire Fencing Masks ...per pair	9 0	10 0
Do. do. do. with ears... „	9 0	10 8
Helmets for Stick or Sword ... ... each	15 8	16 0
FENCING JACKETS, GLOVES, GAUNTLETS, LUNGING PADS.		
Good Fencing Gloves ... each right hand glove	4 8	5 0
Fencing Gauntlets	5 4	6 0
Do. Jackets...	14 8	16 0
Lunging Pads	10 0	11 0
SINGLE STICKS.		
Clean and well-finished Sticks ... per pair	0 14	1 0
Do. do. do ... per doz.	4 0	4 8
Basket hand-guards for Sticks ... per pair	1 2	1 4
Do. do. do. ... per doz.	6 0	7 0
Buffalo Hide Hilts... ... ... „	5 8	6 0
FOOT BALLS.		
Vulcanized India Rubber Balls.		
Covered with best Leather, size No. 4 ....each	8 0	9 0
Do. do. do. „ 5 ... „	9 0	10 0
Do. do. do. „ 6 ... „	10 0	11 0
QUOITS.		
Best Polished Steel Quoits and Pins ...at per lb.	0 14	1 0
Do. do. Brass do. ... ... „	1 8	1 12
Do. Galvanized Iron do. ... ... „	1 0	1 2

(Weights lbs. 3, 4, 4½, 5, 5½, 6, 6½, and 7 lbs. per pair)

The Galvanized Iron Quoits are particularly adapted for the Indian Climate, being less affected than others by extremes of moisture and dryness.

TREACHER & Co. (Limited).

BYCULLA IRON WORKS.

RICHARDSON AND ROBSON, SUCCESSORS TO Messrs. DIXON AND Co.,

IRON AND BRASS FOUNDERS, SMITHS, ENGINEERS, AND COMMISSION AGENTS.

MANUFACTURERS OF

COTTON PRESSES, GIRDERS, BOILERS, PUMPS, TANKS, IRON GATES AND RAILINGS, &c., &c.

NOTICES.

ROYAL BANK of INDIA (in Liquidation).—NOTICE is hereby given, that on and after the 1st December next, a FOURTH DISTRIBUTION, at the rate of 2d. 5f per share, WILL BE PAID to the Registered Shareholders at the Bank's Office in Meadow Street.

It is requested that Shareholders should attend in person or appoint Attorneys to collect this Distribution and should bring their Certificates of Shares for registration.

The Transfer Books of the Company will be closed from the 25th instant to the 4th proximo.

SADANAND BALCRISHNA, Manager.

Bombay, 26th November 1869.

THE COMMERCIAL, FINANCE, and STOCK EXCHANGE CORPORATION, Limited, (Under Liquidation).—NOTICE is hereby given, that those persons who have not yet applied for the 1st, 2nd, and 3rd DISTRIBUTIONS, all or any of them, are hereby requested to apply without further delay to the Liquidators, at the offices of Messrs. Hearn, Cleveland and Polle, from 11 A.M. to 3 P.M., or in default of their doing so the amount of distributions remaining unclaimed by the 18th December next will be deposited with the Accountant General or with any other person or persons duly appointed by the Shareholders at the next General and Final Meeting.

G. S. CLAY, } Liquidators of the Commercial,
CURSETJEE HORMUSJEE, } & S. Exch. Corpt., Limited.

Bombay, 19th October 1869.

GREAT INDIAN PENINSULA RAILWAY.—NOTICE—TENDERS are INVITED for the CONTRACT for the CARTAGE of GOODS and PARCELS between Nassick Station and Nassick Town, for conveyance by rail.

The Contract to be for six months certain, from an early day in January to be fixed by the undersigned, and to continue until three months' notice is given by either party to terminate it.

A formal agreement will have to be executed between the parties, and a deposit must be placed in the hands of the Company for the proper performance of the Contract. The amount of the deposit will be named by the undersigned when the tenders are accepted.

The undersigned does not bind himself to accept the lowest or any tender.

Sealed Tenders, endorsed "Contract for Carting Agency, Nassick," to be addressed to the undersigned, must be deposited in this Office not later than 12 noon on the 1st December next.

H. P. LeMESURIER, Acting Agent.

Company's Offices, Elphinstone Circle, Bombay, 16th Nov. 1869.

GREAT INDIAN PENINSULA RAILWAY.—TEAK TIMBER.—TENDERS are INVITED for the SUPPLY of 1,500 TONS of Manbnein or Rangoon TEAK TIMBER in squared logs, sound and straight, not less than 12 inches square and 20 feet in length, to be delivered at the Company's Stores Depôt, Byculla, at the rate of not less than 250 tons per month commencing on and from the 1st day of April next.

Specification and Form of Tender may be obtained by an application to the Storekeeper's Office, Byculla, Bombay.

Sealed Tenders, endorsed, Tenders for Teak Timber, and which must specify the rate per ton of 50 cubic feet, delivered at the Stores Depôt, Byculla, will be received by the Agent at the Company's Offices, Elphinstone Circle, Bombay, up to noon on WEDNESDAY, the 15th December next.

A cash deposit of Rs. 500 (to be returned to those whose offers are not accepted) must accompany each Tender, and the party whose Tender shall be accepted will be required to enter into a Contract, and for the due fulfilment of the same find further security, making a total of 10 per cent. upon the estimated aggregate amount.

The Agent does not bind himself to accept the lowest or any Tender.

ALFRED KING, Chief Storekeeper.

Stores Office, Byculla, Bombay, 25th October, 1869.

LETTERS OF ADMINISTRATION, with the Will annexed, to the Estate of JOHN WARDEN, formerly of the Bombay Civil Service, afterwards of No. 49 Hyde Park Square, in the county of Middlesex, but late of Southsea in the county of Southampton, in England. Esquire deceased who died at Scarborough on the 25th day of April, 1869, having been granted by the High Court of Judicature at Bombay to HENRY RANDALL CORMACK, of Bombay, British Merchant a partner in the firm of Messrs. Sir Charles Forbes and Company, and one of the constituted Attorneys of Juliana Warden, widow, the relict Frederick Warden C.B., and William Lodwick Esquire, the executrix and executors named in the last Will and Testament of the said John Warden, deceased, Creditors of said deceased are required to send in their claims and all persons indebted to the said Estate are hereby required to make payment in their custody are required to pay or account for such debt or property to the said Administrator within one month from this date. RIMINGTON, HORE, & LANGLEY,

Dated this 27th Oct., 1869. Applicant's Proctors.

IMPORTANT NOTICE.

"AUX VILLES DE FRANCE,"

6, Hummum Street, Fort, Bombay.

WE BEG to CALL SPECIAL ATTENTION to the arrival of our NEW STOCK for the SEASON.

Every description of Millinery, Hosiery, &c., &c., received by each Overland Mail.

Always on hand a large assortment of Ladies' Hats and Bonnets, Chignons, Corsets, Gloves, Umbrellas, a d a splendid Selection of Jewellery.

Ladies' Dresses, Hats, and Jackets, &c., can be made to order on the premises. METFRE, NEVEU, & Co.

NOTICE.—TENDERS will be received at the Office of the Superintendent of Marine, up to 1 P.M. on TUESDAY, the 30th instant, from persons willing to supply SHIP TONNAGE, for the conveyance from Mangalore to Bombay (80) Eighty Tons of Amandevi Coir, be the same more or less, which is now ready for Shipment, without delay.

The Tenders must specify the rate per ton of (4) four Candies, or two thousand two hundred and forty (2,240) Pounds, and the time when the Vessel will be at Mangalore to receive the Coir.

3. The Coir will be placed on board in Bundles, which must be presented entire and delivered at Calcutta in like good order and condition according to weight.

4. The Master of the Vessel, or authorized Agent for the Owner at Mangalore, will be required to see the Coir weighed and the Bundles counted and to sign the Bill of Lading or such other document connected with the lading of the articles, as the Acting Chief Marine Canara may require of him.

5. The Freight will be paid in Calcutta on the completion of the delivery of the Coir, in conformity with the terms of the Bill of Lading.

6. The Superintendent of Marine does not bind himself to accept the lowest or any tender.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 23rd November 1869.

TENDERS will be received by the Superintendent of Marine up to 1 P.M. on THURSDAY next, the 2nd proximo, for the CONVEYANCE HENCE to the ANDAMANS of about one hundred and thirty-seven Native CONVICTS, EstablishMENT in connection with their Police Guard, and one subordinate Medical Officer, for which latter Officer a Cabin Passage and First Class Rations must be provided.

Tenders will be received by the Agent at the Company's Stores Depôt, Byculla, at the rate of not less than 250 tons per month commencing on and from the 1st day of April next.

Specification and Form of Tender may be obtained by an application to the Storekeeper's Office, Byculla, Bombay.

Sealed Tenders, endorsed, Tenders for Teak Timber, and which must specify the rate per ton of 50 cubic feet, delivered at the Stores Depôt, Byculla, will be received by the Agent at the Company's Offices, Elphinstone Circle, Bombay, up to noon on WEDNESDAY, the 15th December next, to be delivered at the Company's Stores Depôt, Byculla, at the rate of not less than 250 tons per month commencing on and from the 1st day of April next.

A cash deposit of Rs. 500 (to be returned to those whose offers are not accepted) must accompany each Tender, and the party whose Tender shall be accepted will be required to enter into a Contract, and for the due fulfilment of the same find further security, making a total of 10 per cent. upon the estimated aggregate amount.

The Agent does not bind himself to accept the lowest or any Tender.

ALFRED KING, Chief Storekeeper.

Stores Office, Byculla, Bombay, 25th October, 1869.

LETTERS OF ADMINISTRATION, with the Will annexed, to the Estate of JOHN WARDEN, formerly of the Bombay Civil Service, afterwards of No. 49 Hyde Park Square, in the county of Middlesex, but late of Southsea in the county of Southampton, in England. Esquire deceased who died at Scarborough on the 25th day of April, 1869, having been granted by the High Court of Judicature at Bombay to HENRY RANDALL CORMACK, of Bombay, British Merchant a partner in the firm of Messrs. Sir Charles Forbes and Company, and one of the constituted Attorneys of Juliana Warden, widow, the relict Frederick Warden C.B., and William Lodwick Esquire, the executrix and executors named in the last Will and Testament of the said John Warden, deceased, Creditors of said deceased are required to send in their claims and all persons indebted to the said Estate are hereby required to make payment in their custody are required to pay or account for such debt or property to the said Administrator within one month from this date. RIMINGTON, HORE, & LANGLEY,

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The Tenders must specify the rate per ton of (4) four Candies, or two thousand two hundred and forty (2,240) Pounds, and the time when the Vessel will be at Mangalore to receive the Coir.

3. The Coir will be placed on board in Bundles, which must be presented entire and delivered at Calcutta in like good order and condition according to weight.

4. The Master of the Vessel, or authorized Agent for the Owner at Mangalore, will be required to see the Coir weighed and the Bundles counted and to sign the Bill of Lading or such other document connected with the lading of the articles, as the Acting Chief Marine Canara may require of him.

5. The Freight will be paid in Calcutta on the completion of the delivery of the Coir, in conformity with the terms of the Bill of Lading.

6. The Superintendent of Marine does not bind himself to accept the lowest or any tender.

By order of the Superintendent of Marine,
GEO. INGLE, Secretary.

Superintendent's Office, Bombay, 23rd November 1869.

TENDERS will be received by the Superintendent of Marine up to 1 P.M. on THURSDAY next, the 2nd proximo, for the CONVEYANCE HENCE to the ANDAMANS of about one hundred and thirty-seven Native CONVICTS, EstablishMENT in connection with their Police Guard, and one subordinate Medical Officer, for which latter Officer a Cabin Passage and First Class Rations must be provided.

Tenders will be received by the Agent at the Company's Stores Depôt, Byculla, at the rate of not less than 250 tons per month commencing on and from the 1st day of April next.

Specification and Form of Tender may be obtained by an application to the Storekeeper's Office, Byculla, Bombay.

Sealed Tenders, endorsed, Tenders for Teak Timber, and which must specify the rate per ton of 50 cubic feet, delivered at the Stores Depôt, Byculla, will be received by the Agent at the Company's Offices, Elphinstone Circle, Bombay, up to noon on WEDNESDAY, the 15th December next, to be delivered at the Company's Stores Depôt, Byculla, at the rate of not less than 250 tons per month commencing on and from the 1st day of April next.

A cash deposit of Rs. 500 (to be returned to those whose offers are not accepted) must accompany each Tender, and the party whose Tender shall be accepted will be required to enter into a Contract, and for the due fulfilment of the same find further security, making a total of 10 per cent. upon the estimated aggregate amount.

The Agent does not bind himself to accept the lowest or any Tender.

ALFRED KING, Chief Storekeeper.

Stores Office, Byculla, Bombay, 25th October, 1869.

THE BECHERDAS SPINNING and WEAVING COMPANY (Limited).—It is hereby notified that Mr. J. KNOTT has been DISCHARGED from the service of the Bechardas Fresh supplies are sent monthly, thus entering to visitors the best and most unexceptionable articles of the kind to be procured in the North-Western Provinces.

By order of the Board of Directors,
CHUGGONBHAI BHAICHUND, Director,
For the Chairman B. S. & W. Company, Ld.

Ahmedabad, 16th November 1869.

KURRACHEE LANDING and SHIPPING COMPANY, Limited, (in Liquidation).—NOTICE is hereby given, that in pursuance and under the provisions of Section 168 of the Indian Companies Act X. of 1866, a GENERAL MEETING of the Shareholders of the above Company will be held at the Registered Office of the Company, on WEDNESDAY the 15th day of December 1869, at 12 o'clock noon, for the purpose of considering, and for receiving the Liquidator's Account, showing the manner in which the winding up of the said Company has been conducted, with the object of making a Return of the same to the Registrar of Joint Stock Companies at Bombay for the dissolution of the Company, as contemplated by Section 159 of the said Act.

J. G. TYNDALL, Liquidator.

Kurrachee, 17th November 1869.

BOMBAY OMNIBUS and GENERAL CONVEYANCE Co., No. 141, KHETWADDY ROAD.

Light and comfortable BROUGHAMS, BRIGHAMS, SOCIABLES, HANSOMS, BUGGIES, DOG-CARTS, &c., with or without Horses, CAN BE HIRED at short notice, and at moderate charges.

(See Card Circulars.)

Carriages built or repaired on the premises, under the superintendence of Mr. Burdett.

The Farriery is under the superintendence of a person of skill and experience.

Horses requiring treatment, or otherwise; received into the Company's Livery Stables, and every attention paid to the animals; are also Horses on Commission Sale.

Carriages and Horses bought, sold, and exchanged.

Office in the Fort, at No. 40, Meadow Street, next to the "Bombay Gazette" office.

MAZAGON LAND and RECLAMATION Co. (Limited).—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the Mazagon Land and Reclamation Co., Limited, will be HELD at the Registered Office of the Company, in Elphinstone Circle, on SATURDAY, the 27th day of November, instant, at 12 noon, for the purpose of considering and, if so determined, confirming the following Special Resolution passed at the Meeting of Shareholders of the Company held this day at 3 P.M., viz.—That the following Special Resolution passed at a Meeting of Shareholders held on the 20th day of October be and hereby is rescinded :—

"That the Liquidators of the Company be, and they hereby are, authorised to transfer, sell and sell the lands, houses, hereditaments, and immovable, and all other assets, rights, business, effects, and good-will of the Mazagon Land and Reclamation Company, to be called the Mazagon Land Company, Limited, and to receive in compensation for such transfer and sale 2,000 fully-paid up shares, of the nominal value of Rs. 2,000 each, in such last mentioned Company, such Company undertaking to pay and discharge all the debts, liabilities, either contingent or existing, and engagements of the Mazagon Land and Reclamation Company, Limited, and to carry out and perform the agreements, leases, and obligations of the said Mazagon Land and Reclamation Company, Limited: And if it is resolved to confirm the above Resolution, then for the purpose of confirming, the following Resolution :—

"That the Liquidators of the Company be, and they hereby are, authorised to transfer, sell, convey, and assign the lands, houses, hereditaments, immoveable, moveable, and all other assets, rights, business, effects and good-will of the Mazagon Land and Reclamation Company, Limited, to the Mazagon Land Company, Limited, a Company to be formed with a Capital in thirty-five Lacs, divided into 1,750 shares of Rupees Two Thousand each, and to receive in compensation for such transfer and sale the said 1,750 fully paid up shares of the nominal value of Rupees Two Thousand each in such last mentioned Company, such Company undertaking to pay and discharge all the debts, liabilities, either contingent or existing, and engagements of the Mazagon Land and Reclamation Company, Limited, and to carry out and perform the agreements, contracts, leases, engagements and obligations of the Mazagon Land and Reclamation Company, Limited.

By order of the Board of Directors,
RITCHIE, STEVART, & Co.,
Secretaries and Treasurers.

Elphinstone Circle, 12th November, 1869.

NOTICES.

NOTICE.—The Interest and Responsibility of the late Mr. SAPOORJEE BOMANJEE in the firm of Messrs. CURSETJEE BOMANJEE & Co., at Bombay, and Messrs. CAWASJEE PALLANJEE & Co., at China, CEASES from the 4th day of NOVEMBER 1869.

CURSETJEE BOMANJEE & Co.

Bombay, 17th November 1869.

NOTICE of REMOVAL.

WE have THIS DAY REMOVED our BUSINESS from 1 Hummum Street to 9 Church Gate Street, the same house that the Government Telegraph Department has occupied for the last three years.

J. & W. WATSON & Co.

1st November, 1869.

In the matter of Act XXVIII. of 1865 of the Legislative Council of India, and in the matter of PRANJEEWANDASS BURJEEWANDASS, of Bombay, Hindoo inhabitant, who lately carried on business as Merchant in Bombay, under the style and firm of PRANJEEWANDASS HURGOWANDASS and BURJEEWANDASS; and in partnership with Hurgowandas Pranjeewandass, Dowlutchund Hokumchund, Naichund Moomchund and Dewchund Heemchund, under the name, style and firm of PRANJEEWANDASS HURGOWANDASS and COMPANY; and in partnership with Hurgowandass Pranjeewandass, Dowlutchund Hokumchund, and Gopalrao Balvant, under the name, style and firm of HURGOWANDASS PRANJEEWANDASS and COMPANY.

NOTICE is hereby given, that the FINAL ACCOUNTS of the Liquidation of this Estate, with the Vouchers, has THIS DAY been FILED in the Office of the Prothonotary of the High Court.

J. J. CURNIN,
PESTONJEE DADABHOY WADIA, } Trustees.

Bombay, 24th November 1869.

DAVE CARSON'S MINSTREL & DRAMATIC TROUPE, CONSISTING OF FOURTEEN ARTISTES,

Will open at the GRANT ROAD THEATRE ON OR ABOUT DECEMBER 1ST, 1869.

During the season will be produced the latest BURLESQUES, DRAMAS, COMEDIES, FARCES, AND BURLETTAS,

Combined with ORIGINAL ETHIOPIAN MINSTRELSY AND DAVE CARSON'S PECULIAR IDEAS.

LIVERY STABLES.—Pestonjee Eduljee Shroff, Kalbadevie Road, opposite the Shop of Nuthoo Ebram.

P. E. S. lets out on hire good Palanquins, Shigrams, Phaet

COMMERCIAL INTELLIGENCE.

SHARE MARKET.

FRIDAY AFTERNOON.

MARKET dull and declining. Colabas gone down to Rs. 1,785 and 1,360, respectively, for time.

BOMBAY BILL AND STOCK LIST.

BANKS.

Number of Shares.	Nominal value of sh.	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs. p. a.			
100,000	100	all	10 p.ct	Agra Bank	120
22,500	1,000	all	5 p.ct.	Bank of Bengal	1,500
10,000	500	all	3 p.ct.	Ditto of Bombay New ...	635
16,000	500	100		Ditto 2nd Res. Issue.....	2125
3,250	1,000	all	12 p.ct	Ditto of Madras	1,550
80,000	250	all	3 p.ct.	Chartered Mercantile Bk. of L. & C. China	330
40,000	200	all	6 do.	Chartered Bk. of I. & C.	190
37,096	250	125	5 do.	National Bank of India.	134
60,000	250	all	12 do.	Oriental Bank.....	440

MILITARY.

ARRIVALS.—NOVEMBER 26.

Lodge, Lieutenant, Royal Horse Artillery, on leave, from Kirkee.
Armstrong, Captain, Madras Staff Corps, on sick certificate, from Simla.
Collins, Inspecting Veterinary Surgeon, Medical Department, on duty from Poona.
Beale, Colonel, 22nd Regiment N. I., on leave, from Surat.
Cracroft, Lieutenant-Colonel, Bengal Staff Corps, on medical certificate, from Lahore.
Thomasson, Captain, Royal Engineers, on furlough, from Meerut.
Hains, Lieutenant, Staff Corps, on furlough, from Neemuch.

DEPARTURES.—NOVEMBER 26.

Shortt, Major, Staff Corps, on leave, to England.
Ward, Lieutenant-Colonel, Bengal Infantry, Retired, to England.
Hewett, Lieutenant-Colonel, B. Staff Corps, on duty, to Tanna.
McGillivray, Captain, Staff Corps, on medical certificate, to England.
Peyton, Lieutenant-Colonel, Assistant Quarter Master General, on furlough, to England.
Hourston, Lieutenant-Colonel, P. W. Department, on duty, to Nassick.
Sievwright, Major, Royal Artillery, on medical certificate, to England.
Glasgow, Lieutenant, late 11th Regiment N. I., on medical certificate, to England.
Armstrong, Captain, Madras Staff Corps, on medical certificate, to England.
Thomason, Captain, Royal Engineers, on furlough, to England.

ARMY GENERAL ORDERS.

By His Excellency the Commander-in-Chief.
Poona, 25th November 1869.

The undermentioned officer returned to duty, by permission of the Secretary of State for India, on the 15th November 1869:—
Colonel W. D. Aitken, Royal Artillery, Inspector General of Ordnance and Magazine.

6th Regiment N. I.—Major J. J. Elder, Staff Corps, to be wing officer.—Major Elder will continue to officiate as second in command until further orders.

SHIPPING.

DAILY FREIGHT REPORT—26TH NOVEMBER.

London	Cotton	£2 5s. 0d.	Nom. p.ton
	Cases	£2 0s. 0d. to £2 5s. 0d.	"
	Seeds	£1 10s. 0d.	"
	Iron Ships Cotton ...	£1 12s. 6d. to £1 15s. 0d.	"
Liverpool	Wooden Ships	£1 12s. 6d.	"
	Myrabolns & Coir bdls	£0 19s. 0d. to £0 12s. 6d.	"
	Seeds	£0 15s. 0d. to £1 0s. 0d.	"
	Cotton	£2 0s. 0d. Nominal.	
Havre.....	Coffee	Nominal	
Overland ...	Steamers	£3 0s. 0d.	
China ...	Steamer Cotton	Rs. 3 to 4 per bale.	
	Opium	Rs. 25 to 30 per chest.	
Calcutta	Sailing Ships	Nominal	
	Sail	Rs. 3 0 0 to 4 0 0 per ton.	
Calcutta to Bombay		Rs. 13 to 14 and Calcutta Port Charges	
Mauritius		8 annas per bag nominal.	

ARRIVALS.

Nov.	Vessel.	Commander.	From.
26	Kwang Tung (s).....	Dunbar.....	Port Blair.
	Khimjee Odhowjee..	Sewell.....	Singapore, Oct. 5.

DEPARTURE.

Nov.	Vessel.	Commander.	Destination.
26	Emeu (s)	Babot.....	Hongkong.

The following vessels began to load yesterday:—
Steamer Viscount Canning, to Persian Gulf.
Steamer Arabia, to Malabar Coast and Calcutta.
Ship Sir Hugh Rose, to Moulmein.

BENGAL.

The Telegraph of November 21st has the following:—
ARRIVALS.—Steamer Rangoon, (B), N. Starratt, Singapore 3rd November, touched at Malacca 4th, Penang 5th, Moulmein 11th, and Rangoon 16th November, and Ship Natolia, [B], Owen Williams, Liverpool 4th August.
Particulars of vessel previously announced.—Barque Formosa, [F], Chaintard, Marseilles 31st June.
DEPARTURES.—Ships City of Hankow, Magnolia, and Eurydice.

MADRAS.

ARRIVALS—November 19th, Simla (s), W Woolcot, Suez, and Elliott, ——— Galle.
DEPARTURES—November 20th, Simla (s), W Woolcot, Calcutta, Edwin Fox, ——— Pondicherry.

VESSELS IN BOMBAY HARBOUR.

FOR LONDON.

474 Choice, Crozier—R. Bell & Co.
1064 Cloths, Campbell—W. Nicol & Co.
269 Isabella Hercus, Pillan—Blackwell & Co.
1350 Malabar, Pearce—W. Nicol & Co.

FOR LIVERPOOL.

1402 British Princess, Stewart—R. Steuart & Co.
1015 Ellen Bates, Reed—E. Bates & Co.
956 Matheran, McDonald—Finlay, Clark & Co.
1390 True Briton, Jones—B. B. Tooche & Co.
1531 Shewe Donard, Thompson—Merwanjee Nusserwanjee.
1262 Victoria Cross, Cowley—Coupland & Co.

FOR RICE PORTS.

1047 Daniel Ranken, Harrison—Harford & Co.

FOR MAURITIUS.

642 Jalawar, Carruthers—Scrimgeour & Co.

FOR RANGOON.

534 Alliance, Falk—Volkart Brothers.
1107 Almora, Gilchrist—Lawrence & Co.

OVERLAND ROUTE.

2179 Columbian (s), Hyde—Mails 4th Dec.
1473 Krishna (s), Cadoo—Sir B. B. S. S. Co.
2209 Magdala (s), Thompson—B. & B. S. S. Co.
2201 Sumatra (s), White—Mails, 27th November.

FOR PERSIAN GULF.

1159 Abyssinia, (s) Templeton—B. I. S. N. Co.
716 Nada (s), Wood—H. Zenel Ahabdeen.

FOR BUSHIRE.

760 Arracan, Stricker—Bell, Ventz & Lucius.
634 Viscount Canning, (s), Gottlieb—Bell, Ventz, & Lucius.

FOR MUSCAT.

730 Montrose, Anderson—Blackwell & Co.

FOR CALCUTTA.

800 Allum Ghur, Hendrie—
1027 Arabia (s), Sauders—B. I. S. N. Co.
958 C. N., Sailer—Hajee M. Sedick.
1260 Mabel, Wheeler—E. Bates & Co.
819 Omar Pasha, Sullivan—H. M. Sedick.
1292 St. Albans, Pike—Fazlbhoy & Co.

FOR MOZAMBIQUE.

41 Missana, Nacoda.

FOR COCHIN.

756 Coldstream, Pomonby—Ewart Latham & Co.
65 Shawool Hamid—Nacoda.

FOR COLOMBO.

1090 Sir John Lawrence, Stabb—W. Nicol & Co.

FOR JEDDAH.

534 Bushire Merchant, Nacoda—H. Abdool S. Cadoo.
488 Fazul Carim, Nacoda—H. Abdool S. Cadoo.
695 Futtay Allum—Nacoda
310 Fuzzy Sultan, Greig—H. J. Noor Mahomed.
356 Pearl (s), Baldwin.
560 Sir Bartle Frere (s), Thompson.

FOR HONGKONG.

1538 Emeu (s), Babot.

COUNTRY TRADERS.

530 Annie, Baker—
525 Attiet Rahiman—Nacoda.
1378 Benares, Noyes.
594 Bhowanggunj, Fladrshud—S. M. Abdool Latif.
639 Catch Merchant—Nacoda.
818 Fathy, Weir.
1178 Glenroy, Adley—Natives.
1377 Lalla Rook, Willis—Wallace & Co.
110 Mahi, Nacoda.
978 Sir Hugh Rose, Sperden—H. M. Seedick.
1406 Timour Shaw, Winter.

COUNTRY TRADING STEAMERS.

560 Bombay Castle (s), A. Hubbibhoy.
792 Bushire (s), Hutchinson—B. I. S. N. Co.
807 Koina (s), Oliver—Issa Calfa.

P. AND O. COMPANY'S STEAMERS.

1186 Bombay (s), Eyre.
1574 Ellora (s), Murray.
1421 Salsette (s), Tomlin.

GOVERNMENT TRANSPORT.

H. M. Earl Canning (s), Tollputt.
H. M. Lord Elphinstone (s), Carpendale.

NOT FIXED.

454 Adolph, Meyer—Volkart Brothers.
889 Agamemnon, George—M. Nesserwanjee.
464 Anzi, Hillman—W. Nicol & Co.
1164 Attila, Green—Ritchie, Steuart & Co.
718 Bacchante, McLeod—Jeffers n, Campbell & Co.
1307 Baltic Macaulay, Cunningham—U. N. Cama.
2154 Bates Family, Hogg—E. Bates & Co.
880 Baldovan, Watt—Finlay, Clark & Co.
1178 Beaun Uamba, McCann—M. Nasserwanjee.
1265 British India, Wemyss—Ritchie, Steuart & Co.
894 Bussorah, Turnbull—Finlay, Scott & Co.
2080 Calcutta, Maxwell—Wallace & Co.
795 Cambay, Smith—Ritchie, Steuart & Co.
934 City of Amoy, Murdoch—W. Nicol & Co.
1168 Coimbatore, Houston—Rennie, Scovell & Co.
1263 Connemara, Hughes—Merwanjee Nusserwanjee.
1094 Duke of Newcastle, Airey—Nanabhoy & Sorabjee.
1153 East Chilmark—Blackwell & Co.
1094 Elizabeth Ey, Forster—John Farrar & Co.
Fanny, Weir.
835 G. F. O. Bean, Broksh—Wallace & Co.
449 Glentalloch, Skinner—W. Nicol & Co.
1339 Hyderabad—E. Bates & Co.
1219 Howden, Bell—E. Bates & Co.
463 Jane Kilgour, Grieve—Harbord & Co.
1129 John Banyan, Stitch—Lyon & Co.
1120 Kutuckian, Freeman—U. N. Cama.
909 Kunjee Nadowjee—E. Bates & Co.
898 Louisa, Lever—Wallace & Co.
999 Louisa, Scawcroft—Sir Charles Forbes & Co.
537 Malta, Cargill—W. Nicol & Co.
1197 Nagpore, Trevelick—Steinbart & Co.
661 Night Hawk, Rose—W. Nicol & Co.
1317 Orelia, Sparr—Ritchie, Steuart & Co.
1005 Peerless, Flavin—Lawrence & Co.
1010 Princess Dagmar, Leake—Coupland & Co.
1196 Rialto, Babot—Steinbrose & Co.
784 Robert, Baker—Framjee Dadabhoy.
778 Rockligt, Evans—Coupland & Co.
1099 Rohilla Dougall—Ritchie, Steuart & Co.
1113 Salisbury, True—L. A. & A. & Co.
739 Southern Queen, Richard—Blackwell & Co.
1378 Sydney Dacres, Gillies—E. Bates & Co.
1238 Tennyson, Hawkins—Ewart, Latham & Co.
349 Teviodale—Finlay, Clark & Co.
1745 The Tweed, Stewart—Sir C. Forbes & Co.
767 Tom, Lemon—The Captain.
1089 West Indies, McGavin—G. F. Pim & Co.
637 Wm. Watson, Le Bas—Blackwell & Co.
1954 Zelica, Stephens—Lyon Brothers.
797 Zurich, Grange—U. N. Cama.

BOMBAY DIOCESAN BOARD OF EDUCATION,

for promoting the Christian Education of European and Indo-European Children throughout the Presidency of Bombay.

MEMBERS OF THE BOARD.

Lord Bishop of Bombay, President *ex officio*.

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The Board makes grants to the Diocesan School, Byculla; St. John's School, Colaba; St. Peter's School, Mazagon; Bishop's School, Poona; Poona Girl's School; Pensioner's School, Poona; Shalagar European and Eurasian School. Total amount of grants Rs. 650 a month.

Subscriptions, which are earnestly solicited, will be received by the Treasurer, 'The Brae,' Chinchpoogly, or by the Secretary, Parsonage, Byculla.

G. C. REYNELL, Hon. Secretary.

Bombay, 23rd June, 1869.

DIOCESAN SCHOOL, BYCULLA, (in connection with the Bombay Diocesan Board of Education).

COMMITTEE.

Hon. Mr. Justice Warden.	W. Wedderburn, Esq.
Hon. A. H. Campbell.	Rev. G. C. Reynell.

Hon. Secretary—John Cameron, Esq.

Acting Superintendent—Rev. E. H. Cooper, B.A.
Superintendent of Girls' Department—Miss Watling.

The School has been recognized by the Director of Public Instruction as a High School, teaching up to the University Standard.

Boarders are received.

For full particulars apply to the Hon. Secretary Diocesan School, Byculla.

JOB PRINTING in all its BRANCHES.—Ornamental Printing in Colours and in Gold. Bills, Broadsides, Theatrical and Musical Programmes, Cards of all descriptions; Banking and Mercantile Ledgers, Memo. Heads, &c., &c.; Machine-ruling and Paging, and Bookbinding. Estimates forwarded on application to the Manager.
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COPPER-PLATE PRINTING, ENGRAVING, &c.—VISITING CARDS, Invitation Cards, Wedding Cards and Envelopes, Cheques, Bills of Lading, Office and Bank Seals, Seals for Stamping Envelopes, &c., engraved to order and at moderate prices. Specimens may be seen at the Office of the 'Bombay Gazette' Press.

FOR SPECIAL MARKET REPORTS and WEEKLY PRICE CURRENT, Blay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see the "BOMBAY GAZETTE" OVERLAND SUMMARY.

	Rs. as.
Price, per Copy	0 4
Annual Subscription	12 0

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BENGAL.

BIRTH.

THOMAS—November 21st, at No. 5, Harrington Street, Calcutta, the wife of J. P. Thomas, Esq., of a son.

NORTH-WEST PROVINCES, &c.

BIRTHS.

DUTTON—November 12th, at Nynee Tal, the Hon'ble Mrs. C. Dutton, of a daughter.
CULLEN—November 16th, at Hoshungabad, C. P., the wife of Dr. P. Cullen, Civil Surgeon, of a son.
MASTER—November 19th, at Agra, the wife of E. J. C. Master, Esq., Lieut. H. M.'s 1. C Department, of a son.
BURT—November 20th, at Loodiana, the wife of C. H. Burt, Esq., Delhi Railway, of a son.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."
Bombay Gazette Office, Bombay.

The Bombay Gazette

SATURDAY, NOVEMBER 27, 1869.

We have already laid before the public the conclusions which Colonel Trevor arrived at respecting the proposed Carwar Railway, and we now print the Report. It will be seen, from a perusal of this document, that the sole question to be resolved is one of means; and that at present no sufficient materials exist to decide, dogmatically, what means are the best. Colonel Trevor states fairly the points which offer ground for differences of opinion on the proper route to be taken by the line from Carwar inland, on the gauge question, and the method of surmounting the incline. The best line can only be determined by actual surveys, made at leisure; but at the first blush there is certainly a presumption in favour of a route and terminus which would drain the whole cotton tract, and even bring into its grasp the trade with part of the Nizam's fields. A road, whatever be its nature, equally distant from the great sources of supply, ought to be more useful than one which places a portion of those sources at a disadvantage. Hence, it would seem likely that the route to Bunkapore would be more equitable to the cultivators and more profitable to the State. The main, though not the sole object of the railway, being to serve the cotton interest, we are glad to see that Colonel Trevor is clearly of opinion that the object would be best secured by making a road to the sea, and not to a distant inland railway station. If the line were carried from Hoobleе or Bunkapore to Sholapore, the landlords of the intervening country would be benefitted, no doubt, but only a portion of the cotton crop could take that route, and take it at a great excess of cost, while at the same time the bulk of the crop would still jolt along the ordinary roads to the bleak roadstead of Coompta and the excellent harbour of Carwar. We are glad also to note that Colonel Trevor, showing his usual sound sense, is opposed to the foolish idea of a narrow guage, although he points out that, considering the traffic, the line and the rolling stock might be lighter than the general run. We are convinced that a break of guage would entail great loss and inconvenience, and would be a fine specimen of that penny wisdom and pound folly with which the teachings of the more haste less speed school among our advanced progressistas abounds. Captain White's admirable paper on the method of working inclines, which we hope one day to reprint, is full of valuable suggestions. The Carwar Ghauts offer a fair field for an experiment of the wire-rope system of traction for ghaut traffic which answers so well in Brazil. The defects of the Fell system—a system which has captivated public attention—were recognized by competent engineers more than a year ago; and we are afraid that Captain White's lucid exposition will shake down some pretty castles in the air which have been built on this side of the world. Colonel Trevor tells us, and of course he speaks with an authority to which we have no pretension, that "in a military and political point of view the line would be of little value unless connected with the general railway system of India." But surely, there would be no slight political and military advantage in "opening out a third port on the Western coast of India," even if "extensions to Raichore and Bellary," giving "access to the interior, independent of the two great commercial cities of Madras and Bombay," were not immediately made. England, as a maritime power, Bombay, as the maritime power of India, cannot have too many ports, or water-gates to dominions under hersway; and every one added and connected with the interior by facile roads is a gain of power, both political and military. Of course, complete connexion with the general railway system would augment that power, but some would accrue even were no connexion effected. Practically, so that the line be made, it matters little which route up the mountain barrier is taken; and engineering questions must be left to the engineers. What we ask for, in the interests of our cotton trade, and in the interests of our political and military status, is a solid line, constructed at reasonable expense, and worked as safely and cheaply as possible, between the best port on the Malabar coast, and the fertile lands above the Ghauts.

It will not be out of place to refer to another railway subject, in which, while Bombay has a subordinate, the Empire at large has a general interest. No one disputes the expediency of connecting the greatest port of entry in India, and the high road in and out for the European portion of her army, with the North-West. On all hands it is admitted that Bombay should be linked to Delhi by some road carried through Rajpootana. But while the end is universally approved its attainment is deferred, because doctors disagree concerning the means. And this unfortunate conflict of opinion has led to the sanction of a line which, for many years, will give an undue advantage to the Bengal over the Bombay railways, only compensated by the undoubted political and military facilities it will secure. Instead of a direct road from Bombay to Delhi, the line of communication will be, unless a remedy be devised, the circuitous route by Khundwa, Indore and Nusseerabad. But, at the same time, the plan of a direct line, far from being abandoned, is only hung up, pending the decision of the vexed question of route. We still hold to the opinion that the maximum of advantages would accrue from the Neemuch line, because the tract west of the Aravulli is cut off by that range for many score miles from the States to the eastward. It has no bank communication with the east between Deesa and Ajmere, and on the west there is nothing to communicate with. On the other hand, we are ready to admit, that a large mass of authority has declared in favour of the western line, and we are told that its construction would be far less costly than that of the rival road. Where the balance of advantages is so close, more would be gained by a prompt decision in favour of the Western route, than by prolonged delay and infinite paper war, which after all, might still result in the adoption of a road by Deesa and Ajmere. A final decision is desirable for another reason. The railway ought to be commenced at both ends, but cannot be begun until the line of direction is determined. Now Bombay affords the very best facilities for the landing and transport of material; a staff to supervise, and labour to accomplish the work, could be easily and effectively organized and procured on this side, and by working from both ends, the whole resources at the command of Government would be most economically used. We press this view on the attention of the Viceroy and Colonel Strachey, because we understand, not only that the question is still open, but that they will soon be directly considered in order to arrive at a practical conclusion. Let the final authorities adopt whichever plan they may, but let them promptly adopt one of the two; and then set the surveyors to work at once, and begin forthwith the organization of a staff to execute the plans. A great saving, we are convinced, would be secured by pushing forward the works from the Bombay end, that is, from Ahmedabad, if the choice falls on the Deesa route; and from some point nearer Baroda if the balance finally inclines towards Neemuch. Lord Mayo and Colonel Strachey are now alive to the necessity of economy, and while they are reducing existing expenditure, they will naturally look to the least costly modes of proceeding in future. We have pointed out one way of lessening expense and facilitating the construction of an essential work, and we hope that the approaching discussions in Council at Calcutta will end by a decision in favour of beginning the Bombay and Delhi direct route from this end as well as the other.

Now that the atrocious compound "budgeted for" has been used by a Viceroy, a Finance Minister, a Collector, and a Municipal Commissioner, we suppose that the abomination will be considered as bearing the stamp of authority. But it is none the less an abomination. Lord Mayo, Sir Richard Temple, Mr. Hope, and Mr. Crawford would be just as warranted in saying "taxationed for," "revenued for," as they are in saying "budgeted for." As for Sir Richard he seems quite reckless. He introduced in his last speech the nonsensical phrase "budget revenue." Was there any revenue derived from Sir Richard's budget? If so, let it find a place in the accounts. Does Mr. B. B. Chapman know anything of it? The duty of governing India and providing deficits does not include the privilege of maltreating the British language.

CAPTAIN R. S. ARMSTRONG, Madras Staff Corps, Assistant Commissioner, Punjab, has been allowed furlough to Europe for eighteen months, on medical certificate, under the Furlough Regulations of 1868.

IT is believed, says the "Pioneer," that the remaining portion of the Delhi railway, from Jullunder to the banks of the Sutlej at Phillour, or to Loodiana itself, all but the bridge, may be opened for public traffic by the end of March next.

IT is understood that Lieutenant-Colonel T. E. Gordon, Persian Interpreter to His Excellency Sir W. Mansfield, will become Assistant Adjutant General of the Presidency Division, Bengal, on the departure of His Excellency from India.

HIS Highness the Rajah of Kappoorthulla, elated with his recent successes, is said to meditate an early trip to England. Colonel Nassau Lees is to fill the office of "Bear-leader" to the Punjab Chief, and with that view comes as far as Suez to meet him. The Rajah, we hear, meditates starting very soon after the Duke of Edinburgh's visit to the Upper Provinces.—*Pioneer.*

ALTHOUGH the finding of the Commission, appointed a few months back to enquire into the conduct of General Reynell Taylor, in connection with the State of Putteala, has not as yet been officially promulgated, the rumour is generally accepted (says the "Pioneer") that the Political Agent has come off with flying colours—a result not the less gratifying that it will occasion no surprise.

A CORRESPONDENT at Peshawur, writing to the "Delhi Gazette" under date the 15th inst., says, "This district is fearfully sickly still. The 38th are halted at Nowshera pending a change for the better in this station. The 104th are also not to come down from Cherat for a while, and the Artillery are to remain out in camp till the General reports Peshawur safe. We are all as dull as ditch-water and not at all in a good humour with the times. I am about the oldest resident of this place and certainly never saw so bad a season in it."

VERY suspicious stories of tigers occasionally come down from those cool heights, the Neilgherries. Witness the following from the Ooty "Excelsior":—"It is said that a tiger was seen the other day coming out of the bedroom of a house not far from Ootacamund. On examining the room it was found that the animal had left marks of its fore paws on the covering of the toilet table, and an impression of its nose on the looking glass, from which it is supposed that Mr. Stripes must have gone to take a last look at himself before falling a victim to one of Colonel Christie's unerring aims."

THE "Delhi Gazette" hears that two out of the four remaining regiments of Madras Cavalry are to be disbanded,—the doomed regiments being the 3rd and 4th. This reduction will probably not be carried out till next year. The officers of the disbanded regiments will be posted to the 1st and 2nd Cavalry respectively, taking rank in those regiments according to the dates of their appointments. Thus, Colonel Stainforth would be superseded in his command by Colonel Buchanan of the 4th Cavalry; Colonel Radcliffe going to the 1st Cavalry as second in command under Colonel Bivar.

THE "Madras Times" understands that no appointment has yet been made to the vacant post of Adjutant General, and that a new candidate with strong claims has entered the field in the person of Colonel Hackett, the present Commandant at Wellington. Colonel Hackett served through the Crimean War on the head-quarters staff of the Quarter-Master General, and in the China Expedition of 1860. He is also, we are informed, the only officer of his rank and service who has passed through the Staff College; and that is certainly a qualification that cannot be ignored in making a staff appointment. It is understood that the choice of the authorities lies between Colonel Roe and Colonel Hackett.

THE following order has been circulated by the Bengal Government with reference to that insatiable item in Public Works accounts, "repairs to public buildings":—"The present want of funds will call for the strictest scrutiny in all applications for improvements or alterations to buildings, &c, and it is essential, in order to enable the Government to come to a correct judgment on an application, that the officers proposing and submitting the application for such work should enter fully into the merits of the case. It will also be necessary for the superintending and executive engineers to consider very carefully the necessity for all unusual repairs that may be applied for, and to reject all not absolutely necessary."

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

THE OPENING OF THE SUEZ CANAL.

LONDON, 19TH NOVEMBER.

M. DE LESSEPS gave a banquet on Wednesday at Ismailia in celebration of the opening of the Suez Canal. M. de Lesseps made a speech in which he urged the necessity of judicial reforms in Egypt.

At a meeting of the European Assurance Company, the report of the committee of shareholders was adopted, recommending the resignation of the directors and of the manager.

THE COMMANDER-IN-CHIEF.

A SALUTE of fifteen guns will be fired this afternoon at 4 o'clock, on the arrival at the Presidency of His Excellency the Commander-in-Chief.

THE VISIT OF THE DUKE OF EDINBURGH.

WE understand that Sir Jamsetjee Jeejeebhoy, Bart., with his sons, intends to proceed to Calcutta on or about the 10th proximo, to be present there during the visit of His Royal Highness the Duke of Edinburgh.

PASSENGERS BY THE HOME-WARD MAIL.

THE P. & O. Co.'s steamer Sumatra, Captain A. C. White, will sail to-day, for Aden and Suez, with the following passengers:—

For Southampton—Mr J. Abrams, Mr Edward Roberts, Mr G E J D Glasgow, Lieutenant Hay, Mr C Wallis, Mr B B Turner, Mr Allahorn.

For Marseilles—Major and Mrs T. F. MacAndrew, two children and European female servant, Mr Andrew Taylor, Lieutenant-Colonel J Ward, Mr Clement West, Colonel and Mrs Peyton and child, Miss Birdwood, Colonel and Mrs A T Shortt, Mrs Rice Mr and Mrs J Holdsworth and European female servant, Mr Charles Holdsworth, Mr John Holdsworth, Mrs Basevi and child Lieutenant and Mrs Doveton, Mr W J Irving, Mr Blandy, Mr G E Preece, Mr R A Taylor, Mr W W Aspinall, Major Pierce, Mr Somerville.

For Suez—Major Leven, Captain Strutt, Lieutenant-Colonel Machean, Mr David Sutherland, Captain Gillespie, Lieutenant H L Mackenzie, Royal Artillery, Major and Mrs Sievwright, Major W B Thomson, Captain R S Armstrong, Captain C S Thomason and child, Mr and Mrs Harris and European female servant.

For Suez—Mr W Pils.

TOONGAR.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—You will have observed that it is officially reported by the Medical Department that the rainfall at Toongar last monsoon was about 150 inches. Speaking accurately, it was 144 inches on the southern ridge, 147 at my bungalow and the body of the hill, and 150 at the extreme north point. For an average year, therefore, we may hope for from 85 to 100 inches only, which is highly satisfactory. The correctness of the returns is corroborated by the generally good condition in which I found the new trace and paths on my visit in October last.

Our great want now is a sufficient number of visitors and residents on the hill to induce a supply of provisions, coolies, tattoos, etc., and to give an impetus to the laying out of the bazaar, blasting out reservoirs at the springs, and marking out sites, for which the Collector of Tanna has received a grant of Rs. 2,000 from Government.

I would strongly recommend, therefore, (1) that all holders of sites should, after communicating with the Collector of Tanna, visit the hill, ascertain from his people the limits of their sites as given in the map, point out how much more ground on the slopes they wish added for outhouses, shrubberies, etc. (as suggested in para 14 of my letter of March 9, 1869, which all have received), and put a row of stones round the whole, so that it may be finally measured and their lease issued. (2) That building should be commenced at once. Those who are not prepared to incur the cost of a pucka bungalow for two or three years might erect a kutcha one, costing Rs. 400 or Rs. 600, comfortable, and of use until the pucka one is built (3). That those who are not prepared to build at all in any definite time should think seriously whether they could not resign their sites to some of the numerous individuals who are prepared to build at once if they could only obtain ground.

I would further point out to the last mentioned class of persons that, as shown in my letter above quoted, the space on the hill is by no means exhausted, though parties must now hunt out ground for themselves. Forest Hill, and even Temple Hill, are not unpromising localities.

Regarding the new bridleroad from the foot of the ascent, which is the only matter with which I have now any official connection, I am glad to be able to state that it will be ready for use in February next, unless the contractors, Messrs. Ballajee Runsorjee & Co., should fail me. A good map of the whole hill, with an index map of the route from the railway station, has been completed, and will, I hope, be for sale in Bombay in a fortnight.

In conclusion, it may be useful to mention that nothing could have been pleasanter than the climate during the last Dewallee holidays, and that though I had forty men living on the summit from October 20th there was no sickness. I think, however, that people should avoid sleeping at the Temple or elsewhere in the jungles below the hill until after Christmas.—I am, &c.,
T. C. HOPE, C.S.
25th November.

RAJKOTE.

[FROM OUR OWN CORRESPONDENT.]
23RD NOVEMBER.

THE races commence at 4 o'clock this afternoon. The stables of H. H. the Nawab of Joonaghur and H. H. Aga Khan muster strong. The Thakore of Dhrole, Chiefs of Jusdhun and Bhilka, and some European gentlemen, have also entered horses.

After the evening's races there is to be, to use the words of the programme, a brilliant and extraordinary performance, equestrian, acrobatic and gymnastic representation, by Signor Stecchi, assisted by Messieurs Baurdett and Fisher.

The Hindu Theatrical Company, under the management of Ramchunder Govind, but who is well known as Rambhow, is also in, and will give a series of performances during the race season.

The station is full, and it is to be hoped the meeting will pass off pleasantly and agreeably to all, no matter in what station of life they may be.

Weather cool and pleasant, and sickness on the decrease; thermometer in the shade at noon 79 deg.

There will be an exhibition of horses, mares, and young stock on the 4th proximo, when prizes to the value of Rs. 600 will be given on the part of Government for the best animals.

WHO IS TO BE COTTON COMMISSIONER?

(*Deccan Herald.*)

THE New Cotton Bill (Act IV. of 1869) will doubtless soon become the law of the land, for the Governor General will never withhold his sanction from it. Dr. Forbes is on the eve of his departure from India, and will probably have left when the Governor General's sanction to the Cotton Bill is received. Who is to be the first Commissioner under the new Act? We have heard several names mentioned; but names not one of which is likely to be gazetted as that of the first Cotton Commissioner; they appear to have been mentioned, not because the men, whose names they are, have any claims whatever to the appointment, nor any special qualifications for it; but because no one thought of any other persons likely to have the offer of it. Those who have mentioned these names seem to have done so under the impression that the Cotton Commissioner must be some old Indian who had seen cotton growing in the fields,—without probably knowing what it was. For our parts, we wish to see the appointment given to a man fresh from England, full of energy, and of a character, temper, and position suited to influence the natives of the cotton growing districts. If such a man is to be appointed, the election must fall on Captain Filgate, a gentleman who occupies a position of influence, who has made every one, European and native, his friend, and who possesses every fitness that can be mentioned for such an appointment. Whether Captain Filgate would accept of it we know not; but, on the supposition that he would sacrifice his present position for the good of the country, he is certainly the man of all others in this presidency for the appointment. It would give universal satisfaction to see Captain Filgate's name gazetted as Cotton Commissioner under the new Act.

A NEW SUBSTANCE.—In a paper addressed to the Academy of Sciences, M. Aimé Guard announces the discovery of a new organic substance, which he called *purpurogalline*, which is obtained by subjecting pyrogallic acid to the influence of an acidified oxidising compound. Purpurogalline is but slightly soluble in water; much more so in alcohol, ether, and benzin-, and in most acids. The nitric will attack it with violence, and, if monohydrated, will convert it into picric acid. In contact with potash or ammonia the new substance becomes blue, and, after a few minutes, green, then yellow. It dyes stuffs very powerfully, but the colours are not very bright; iron mordants give black and brown, aluminous mordants red and yellowish.

THE COTTON CROP.

THE following report, from the Manager of the Mofussil Press and Ginning Company, (Limited), is dated Bombay, 26th November, 1869:—

In continuation of my former Reports I have received the following advices from the Cotton Districts:—

Hingunghat, 24th November.—Rates here are still very high. A Bombay native firm has bought a few candies at Rs. 310 per Bombay candy. The arrivals of Cotton are tolerably large and of a good quality, but our opinion is confirmed that the crop is a very small one.

Oomrawuttee, 24th November.—Only a few doorus have made their appearance in our market. The Cotton is very leafy and stained, it is expected that all our first picking will be of the same description, but should no more rain fall, the second picking will be of a far superior quality.

Akola, 24th November.—The weather during the past week has been all that could be desired; the crop is progressing favourably and picking will soon commence. Very little business has been done in this Bazaar during past week; 500 candies, March delivery, were contracted for at a rate equal to Rs. 290 laid down in Bombay, with an advance of Rs. 60 per candy.

Broach, 25th November.—The Cotton plants are now coming into flower, but beyond a doubt the season will be much better than usual, and we can scarcely hope to see any quantity of Cotton in the market before the end of February. The municipal authorities of Broach have levied a tax of eight annas per cart of kuppas coming into the market, which tax the ryot has to pay. As a rule a cart contains about one bhar of an average value of Rs. 100. The effect of this impost can only be to divert the cotton from a central market and is thus working in direct opposition to the Cotton Department.

Ahmedabad.—The cold season has now set in. The Cotton plants continue to be healthy but it is thought that no cotton will be ready before the end of January.

DHARWAR COTTON REPORT.

DHARWAR, 23rd November 1869.

OUR latest news from Liverpool is dated 10th instant, on which date new Oomrawuttee was selling at 9d., per lb.

The past fortnight has been wretchedly dull, as far as business is concerned, scarcely a single purchase has been made; nothing but speculation amongst Natives at prices, on the spot, higher than the cotton is worth in Bombay.

There is no accounting for the extraordinary turn that matters have taken this season, there is actually no *bond-fide* business being done whatever; there are many orders in the market on European account, and several Bombay Native Firms are buyers at proper figures, but directly a *bond-fide* trader makes any enquiry in the market, these Native "Bears"—for we can call them nothing else—buy 10 candies or so at Rs. 25 a candy above the market value, and thus paralyze the whole trade.

There is no doubt that these local dealers have been severely bitten by buying at very high rates during the rains, and are endeavouring to prevent the cotton leaving the district at the prices offered for it, but we do not see how this state of things can last much longer, as the old crop must be moved off before the new cotton comes in; at the same time we do not look for much business for another fortnight or three weeks, but it is very likely that, about the middle of December, we shall see a large quantity of stuff placed in the market at reasonable rates.

There is no cotton, whatever, going to Carwar, except what has been bought for the "Contest," and very little is going to Coompta either; it is all lying up here in the store yards of local dealers.

We quote saw-ginned Rs. 305, Compta Rs. 285, f. o. b. Carwar, December shipment. Our latest Coast advices, to 20th, quote Rs. 10 higher than our rates.

New saw-ginned April shipment from Carwar, is offering at Rs. 270 f. o. b., with an advance of Rs. 170 per candy now, which is of course guaranteed.

The new crop promises at present to give a much larger yield than that of last year; and it is hoped by all *bond-fide* traders in the district, that before this new crop comes to market,

THE PARSEE PRIEST CASE.

SECOND DAY.

On the Criminial Sessions re-assembling on Thursday morning, the hearing of the case against Jamsetjee Sorabjee Madan for defamation was resumed.

Mr. Nowrojee Shapoorjee Sunjana was the first called for the prosecution this morning. He spoke to his engaging in secular occupation about fourteen years ago, and denied the charges in the libel. In cross-examination he said he had resumed his priestly functions after performing the purification of *Nahan*. It lasted only half an hour, and consisted of turning over the sacred thread, saying a prayer, eating a leaf of the pomegranate tree, and then bathing. He had also to drink *Neerang*, and apply it to his body before bathing. *Neerang* was the urine of a particular description of bull mentioned in the religious book of the Parsees, which was collected and sanctified in a particular manner. There was no one present when he performed the ceremony —that was not necessary in the case of a mobed, though it was with a layman. When living at Wassind, he generally took his food at the hotel, there being a Parsee cook there. He did not recollect going to *moojras* and *nautches*—he did not know the meaning of the former word, and had no experience of that kind of thing.

The Interpreter explained to the Judge that the word *moojra* literally means a salutation or salaam, but when a courtezan goes to a village, she attends before the authorities out of respect towards them for the purpose of making her salaams and singing a short time. She is not paid for that; and it is called a *moojra*.

Serjeant Atkinson—It is a musical entertainment of course.

Mr. McCulloch—It's a fee to the government of the place. (Laughter.)

The Interpreter added that in Bombay this word has a local signification. When a courtezan is engaged to sing at a [illegible] ceremony for three or four days, she attends [illegible] without being paid any money; and the [illegible] her first attendance by way of c[illegible]

S[illegible] (Interpreter)—Do you mean [illegible] you don't know what [illegible] the jury. Supposing [illegible] entertainment, and persons [illegible] f—(laughter)—were to go [illegible] would you give to that en-

[illegible] says that may be called a [illegible] meaning of which is, a singing party. [illegible] the witness says, if Serjeant Atkinson

Atkinson—Your Lordship will understand [illegible] musical entertainment is given by a courtezan, and [illegible] and pay a rupee for the entertainment this is called a *bytak*.

The Judge—I have got it down in this way—I Serjeant Atkinson paid a rupee for the privilege of attending a singing party, he would be performing what is called *bytak*. (Laughter).

Serjeant Atkinson—Yes, my Lord, if a musical entertainment were given by a courtezan, and I paid a rupee, I should be attending a *bytak*.

The Interpreter—When a courtezan does not go backward and forward singing, it is called *bytak*. If she sit and sing, even at private respectable residences when there is no money paid by the visitors at all, it is a *bytak*, and these are sometimes held during the festivals when it is usual for people to pay a rupee or two as visitors.

Prosecutor, on further cross-examination, said he might have attended a *bytak* at Wassind, but he did not recollect. He did not know a woman at Wassind, named Papajee, nor one named Mahaboob *alias* Chotibace. Two women of these names were brought into Court, and prosecutor was confronted with them, but he said he never knew them, and had never seen Papajee in his life before, until in the Police Office. He had never lived with her, kept her as his concubine, nor been in her house. When his brother heard of this charge he (prosecutor) was suspended and he had not officiated as a priest since. [In our yesterday's report of the evidence of the dustoor that the prosecutor had *not* officiated since his suspension, the *not* was inadvertently omitted.]

Serjeant Atkinson said he wished to take His Lordship's opinion on the question of law. He must at this stage leave entirely out of the question the two essential matters on which he would finally take his stand—the truth of the charges in the libel; he must assume that that all the facts proved by his learned friend were true to the fullest extent; and he submitted to His Lordship whether there was any ground for a charge of defamation under the Penal Code.

After a reference to authorities on the question,

His Lordship said they had it from a gentleman who had been called, who certainly was an advanced Parsee in his views, a gentleman of great intelligence and high education, Mr. Nowrojee Furdoonjee, that if the charge of incontinence were true, that was professional ruin to the prosecutor in his clerical capacity. He did not know what the learned Serjeant would prove, but if the prosecutor could not clear himself of the charge of incontinence, he would be excluded from his office of priest and the fees thereof, and be a ruined man as priest; and in fact he had already been suspended from the discharge of his duties and was according to English "unfrocked," a degraded clergyman for the present until he cleared himself,—and therefore he thought there was ground for the charge.

Serjeant Atkinson then addressed the jury. He referred to the interesting and important nature of the case, and he did not wonder at the large attendance of Parsees who had crowded these walls, for on the one hand the prosecutor, belonging to a distinguished family, had his fate trembling in the balance, and in the other hand they had to decide as to the defendant, an independent manly fellow who had stood out from the ranks of his co-religionists and dragged into open day, through the medium of the press, the truth, for the public good. He then referred to the division of opinion as to who should be the dustoor, and pointed out that a good deal of rivalry and division had existed when this letter was written; and remarked that the jury must have some consideration, especially when they knew that of all disputes a religious dispute embittered feeling most, and so must not criticise this letter under the circumstances with such scrupulous care as if there had been no dispute or rivalry. The dustoor had written a letter to another paper, and the defendant just took up the pen as well as the dustoor. Nowrojee having returned from similar duties to his sacred functions, might himself have been adopted by his brother, and become high priest. It was of the first importance, therefore, that the public should know what was the character of this man. And the defendant wrote the letter with this object. That letter stated two important matters: that Nowrojee had eaten food cooked by a Mussulman cook, and had cohabited with a prostitute. Was it not for the public good that the character of this man, with a high degree of probability of his being adopted as high priest, should be known? The witnesses from beginning to end, the dustoor himself, had admitted that it was. He was sure that if they established the truth of the statements in the letter, His Lordship would consider that the letter was written for the public good. The learned friend had said that his client was influenced by malicious motives, and that his intention was to do an injury to the dustoor in order to put forward the rival of the Jamasp Assa family: but he entirely denied that the writer of the letter had been actuated by malicious feelings. But even supposing he had been influenced by the most malicious feelings, that had nothing to do with the matter, for the dustoor was not the prosecutor. Nowrojee, when he was being examined, said he had never seen Papajee till she was brought before him in the Police Court, and had not seen her sister before this day. But he could call both of them to prove, and their evidence would be corroborated by others, that Nowrojee attended the moojras and nautches given by Papajee. Who could believe but that there was some mutual reservation when Nowrojee gave his answer that he did not know what a *moojra* was? It might be ruin to Nowrojee to have proved against him the facts which he (the learned Serjeant) would prove, but the strong demands of justice must be satisfied, and the jury must give a verdict according to their consciences whether it were for weal or woe.

Papajee, woman, was the first witness for the defence. She deposed that she was now a married woman, but that ten or twelve years ago she was living in a shed at Wassind with her aunt and cousin—the former of whom was at present at Hyderabad (Deccan). Witness was a *kutsun*, and at Wassind made her living by prostitution and dancing. She recognized the prosecutor, Nowrojee, as having cohabited with her for four or four and a half months. He came to her shed, or she went to his, and stopped all night. He paid her Rs. 20 a month. She had a male child, by prosecutor, which lived only a few hours. Nowrojee and other Parsees used to come to her nautches and moojras, paying for admission. After she became pregnant she received an invitation from the Rajah of Jhowar to perform nautches during the holy festival along with several other singing women. She returned to Wassind; the child was born there, and forty days after its birth Nowrojee again cohabited with her. He was only a few days with her. She then asked him to pay her debts, he refused, and returned to Bombay, and from that time till she saw him in the Police Office she never seen him.

By Mr. McCulloch—The witness was minutely cross-examined as to her wanderings at the time she left Wassind, and she admitted that she had been practising her profession during the time she was away from Wassind. She had been living for some time in Bombay, and Jamsetjee, the defendant, searched her out, and took her to the house of Esmail Bassool and asked her to give evidence that she had lived with Nowrojee. She had replied that she had; she did not refuse to give evidence; was not promised Rs. 800 and did not get any money, nor did she know of any one having got money on her behalf. She was supported by the defendant. Some time after being taken to Esmail's, where there were some Parsees, a clerk in Mr. Bimington's office came and took down her statement. In the evening a fair copy of that was brought by Mr. Bimington, and declared to by her in his presence, and he took it off with him. She did not refuse to go to the Police Office, and did not get any money to go. At the Police Office door the prosecutor was not pointed out to her, but she pointed him out to the Parsees when he left his carriage. Witness replied in a similar manner on a repetition of some of the questions, the learned counsel remarking that he wished it to be clearly understood as he was to call evidence on it. Witness proceeded to say that after giving her evidence in the Police Court she was taken to a bungalow at Parell in charge of Nowrojee Dhondie and Jamsetjee.

Mr. McCulloch—To relieve the monotony of your confinement, did they amuse you with a nautch party at that house?—A. No.

Mr. McCulloch—Come now, was not there a nautch lady of the name of Bunnoo, a celebrated lady, performing? Now you see we know something of your movements: be cautious in your answers. Did not the courtezan Bhunnoo perform at an entertainment there when you were there?—A. A khansun did come and sing there, but it was not a regular party where 150 or 200 people attend and a large fee is paid.

Q. A little private nautch?—A. There was no dancing, she simply sat down and sang.

Q. Not one of those nautches where the learned serjeant pays his rupee to go? (Laughter).—A. There was no dancing.

Q. Now, on the second occasion, before going to the Police Court, did you get the balance of the Rs. 800 (Rs. 200) paid before you condescended to give your evidence on the second occasion?—A. Not a pice was paid by any one to me, nor did any one to my knowledge get it for me.

Q. Now after giving your evidence at the Police Court on the second occasion, were you taken to a bungalow at Dorabjee Sorabjee's, Sewree? (Witness hesitating.) Now come, come, we know all about where you have been—every place you have been to?—A. I did go to the bungalow.

Q. And did these same gentlemen, Jamsetjee and Nowrojee Dhondee, and the Parsee cook go with you to look after your comforts?—A. Yes: Jamsetjee was in charge of me. He made enquiries after me every day.

Q. Then you were keeping up to the mark—had not forgotten your lesson, was that it?—A. Yes, he asked me whether I remembered the evidence I gave, and I said "Yes."

Q. How often did you say your lesson?—A. Twice.

Witness was then further cross-examined as to residing in other places. Her husband was with her at Parell:—how could a husband leave his wife or a wife leave her husband? (Laughter.) After that she went to her own house and then to one in Meadows Street. She afterwards went to Aurungabad in charge of some Parsees, in order to see her aunt and cousin; did not go in consequence of any inducement. Her cousin had gone home, but witness's husband went and fetched her. They then lived at Poona in the bungalow of Khan Bahadoor Dustoor Nasserwanjee until they were brought down for this trial; and were now living at Dhobie Talao. Her husband had left Bombay for Aurungabad with some Parsees, but had not been sent away.

Mr. Serjeant Atkinson—She had been removed from these places as people on the other side wished to get her out of the way. Some of those on the other side had offered her a bribe which she refused. She did not know the names and could not tell how she knew they belonged to the other side.

Nowrojee Hormusjee Dhondee, who had been in charge of Papajee, deposed that at the Police Office door she pointed out the prosecutor to him and the other Parsees.

Mahaboobjee alias Chotibace, the cousin of Papajee, was called, and she gave evidence to much the effect as Papajee's. On cross-examination she said she did not remember any sowar named Cullian Khan who kept her cousin at Wassind. Many people visited Papajee. The prosecutor used to pay her Rs. 2, Rs. 3 or Rs. 4 of a morning.

Rustomjee Sorabjee, who had been traffic agent of the G. I. P. Railway, deposed that he had lived at Wassind. Knew Papajee, and had seen Nowrojee at her parties, for admission to which a fee had to be paid.

Goolam Ahmed deposed that he had been chief constable on the G. I. P. Railway Police Force. He had been at Wassind some years ago and knew Papajee and had been intimate with Nowrojee and frequently seen him at her parties. Fees had to be paid for admission to these, and he had seen Nowrojee pay a fee. Witness's dinner used to be cooked at Tannah and he ate it at Wassind. Nowrojee had often partaken of it, and that, after witness had told him it was prepared by his mother. Prosecutor when he had eaten witness's dinner said "I have eaten it in joke."

Serjeant Atkinson—But he had eaten your dinner? (A). Yes.

Serjeant Atkinson—No joke to you? (Laughter.)

Witness—He used to eat my dinner and leave me none. (Laughter.) On further cross-examination witness said he was formerly in the service of the G. I. P. Railway Company, but was dismissed in July last on account of a quarrel with the superintendent, not because he was connected with the purchase of timber at Munmar Station. Did not recollect a charge against him of taking a bribe of Rs. 100. Recollected a robbery of timber at Munmar Station, but was not mixed up in that robbery by the authorities. Was not brought down to Nassick in irons. Had seen Nowrojee often at nautch parties. It was in the station that Nowrojee had eaten his dinners; he had done so five or six times.

Mr. McCulloch here handed a document to the witness on which was written: "I know Papajee courtesan and her sister Mahboo. She was never kept by Nowrojee. I have never heard that she was kept by Nowrojee. To my own knowledge he never eat food prepared by a Mahomedan cook." Witness denied that these words had been taken down from his direction, and denied having signed the paper. Mr. McCulloch warned him once or twice, and gave him several opportunities of saying whether this paper was signed by him, but he continued to deny that he had anything to do with the document. Mr. McCulloch then asked that the Clerk to the Crown might take down the words of the witness, as there would be a probability of his being tried for perjury. The witness' words were then taken down as follows:—"I know Dinshaw Shapoorjee, managing clerk to Ardaseer Dalline and Co. I was taken to his house by Burjorjee Byramjee, but did not make any signature there, or this signature on this document anywhere. My signature is quite different from that. I know this man Burjorjee Byramjee. I did not sign this paper in his presence or in that of Dinshaw Shapoorjee. A third person now present, Hormusjee Shapoorjee, was present as well as Dinshaw Shapoorjee and Burjorjee Byramjee when I was taken to Dinshaw's house at night. Dinshaw asked me what evidence I could give with reference to this suit. I never dictated to Dinshaw in reply to that question the following:—'I am appointed chief constable. I was employed in G. I. P. Railway from the year 1854 down to 1864. I used to go to Wassind. I know Nowrojee, the complainant. He was at Wassind. I know Papajee courtesan and her sister Mahaboo. She was never kept by Nowrojee. I have never heard that she was kept by Nowrojee. To my knowledge he never eat food prepared by a Mahommedan cook. Signed, Goolam Ahmed.'—Dinshaw did not write down those words by my direction, nor after he had written them down did he ask me to sign my name at the foot of what he had written. I did not know whether I should sign it in English or Marathi. He did not tell me to read it over and sign it in English as the document was in English. I still adhere to my statement that I did not write the signature to that document."

Re-examined—I had already stated in reply to Dinshaw's question that Pestonjee, an attorney's clerk, had taken down what evidence I had to give before I was taken to Dinshaw's. Burjorjee told me to give evidence on Nowrojee's part, I told him I did not know what questions would be asked of me at the Sessions. Q. Did they offer you any money?—A. Yes, sir.

Mr. McCulloch—I would ask my learned friend not to put leading questions.

Serjeant Atkinson—Well, I will take this no further. (To witness)—You have received an order to return for another appointment in the Police?

Witness—Yes, I have not received a written order, but a verbal order from the Commissioner, and will join in January.

Serjeant Atkinson then intimated that that finished the evidence for the defence.

The Court then adjourned at 5-20 till next morning, His Lordship repeating his caution to the jury not to communicate with anybody or allow anybody to communicate with them on this case.

The hearing was resumed yesterday morning and evidence was given to contradict the statements made by the defendant's witnesses in support of the libel. At the mid-day adjournment Serjeant Atkinson drew attention to what he described as a contempt of court—an information lodged in the Police Court against Goolam Ahmed,—on which the Senior Magistrate was called, and the Judge after some remarks said he would not make an order because he had no doubt the magistrate would set the man at liberty. The proof by the prosecution was finished at about five o'clock, and the case was then further adjourned till to-day when the addresses to the jury will be delivered.—Our report is deferred.

TELEGRAPH LINE REPORTS.

KURRACHEE, 26th, 11-12 A.M.—Cable communication perfect to Fao; Turkish line interrupted beyond Kournah; Persian line right to Tabreez. Latest dates, from Great Britain, *via* Turkey, 7th Nov., 1-45 P.M.; *via* Russia, 19th Nov., 4-40 P.M.

INDO-EUROPEAN TELEGRAPH.

THE following dates of private telegrams were received at the Bombay Telegraph Office during the 24 hours ending at 8 o'clock yesterday evening:—

United Kingdom, via Russia, 11th, 18th, and 19th November.

Continent of Europe, via Russia, 18th November.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 25th to 8 P.M. of the 26th November is as follows:—

To Bombay	Max.	Min.
From Kurrachee	0 48	0 3
" Calcutta	8 58	0 17
" Madras	11 24	1 15

Communication between Bombay and Kurrachee perfect.

Undelivered messages in the Bombay Signal Office—
For Dulsookram Hookumchund, from Calcutta.
For E. Pout, from Calcutta.
For Havelock, Byculla, from Nagpore.
For Bhiwara Base, Nag Para, No. 8, from Poona.
For Couyers, Byculla, from Kamptee.
For Dr. Lord, Byculla, from Nagpore.
For Toolseedas Parshotam, from Bushire.

FORT POLICE COURT.—26TH NOV.

(Before NANA MOROJEE, Esq.)

BOAT LICENSE.—Pudma Rama, a boatman, was fined two rupees, on a charge of carrying more passengers in his boat than it was licensed to carry.

TRESPASS.—Kusha Mathara was charged with wilfully trespassing in the dwelling-house of Crishnarao Cassinath without satisfactory excuse; and was on conviction fined Rs. 15, or in default to be imprisoned for three weeks.

SONEPORE RACES.

FIFTH DAY, SATURDAY, 20TH NOVEMBER 1869.

FIRST RACE.—The Ticcaree Cup.

Melbourne	1
Favourite	2
Miss Trelawny	3

Time—3min. 51sec. (2 miles).

SECOND RACE.—The Patna Stakes.

Bellona	1
Sunbeam	2

THIRD RACE.—Arab Handicap.

Rising Star	1
Long Hope	2
Eclipse	3

FOURTH RACE.—Match.

Consolation	1
Rockwood	2

FIFTH RACE.—The Hack Handicap.

Warrior	1
Hotspur	2

SIXTH RACE.—The Galloway and Pony Handicap.

Bullfinch	1

GREAT INDIAN PENINSULA RAILWAY

Statement of Traffic, Week ending 21st November, 1869.
Open 872 Miles.

	Rs.	a.	p.
Coaching	1,16,500	1	9
Merchandize	2,07,058	13	9
Electric Telegraph	1,497	8	0
Earth Trains	3,467	8	0
Total Rs.	3,28,523	15	6
Corresponding week last year open 874½ Miles Total Rs.	3,13,648	8	11
Increase	14,875	6	7

PUGILISM—EUROPEAN VERSUS NEGRO.

There is a little tavern on the Black Town main road, Madras, known by the name of "The Sportsman's Arms." Of an evening this public house is the resort of sailors and soldiers. The proprietor is a man who is acknowledge some of the immediate acquaintances as an adept in the art of sparring, and he who attaches no little importance to the art is wont on some occasions to allow his constituents to take lessons in boxing in his tavern. During last week a negro sailor and a soldier of H. M.'s 45th Regiment met at the tavern and the subject of conversation turned upon boxing, and the negro sailor and the man of H. M.'s 45th Sherwood Foresters recounted each in his turn the exploits they had achieved in that particular line. As each had performed deeds of strength and skill it was proposed that a trial should be made to decide which of the two pugilists was the better man. A boxing match was arranged but there was a difficulty to be overcome. The affair was to be kept beyond the ken of the police, and this could not be easily managed in Madras if a regular fair fight was to take place; and the friends of the parties were not long in hitting upon a plan by which the contest could be gone through without any interruption by the police taking place. The pugilists were to repair to Guindy and have it out there. Accordingly the negro and the soldier, and their friends, proceeded to Guindy, and arrangements having been made the two men set to and a fair stand up fight took place, the soldier of H. M.'s 45th Regiment proving the victor.—*Madras Times*, Nov. 22.

AN ENGINEERING BLUNDER.

It is due to Mr. Harrison, the able Chief Engineer of the Punjab and Delhi Railway, that he should obtain a public exoneration from the blame of the Sutlej Bridge blunder, since Lord Mayo himself is said to have absolved him during his recent visit to the spot. It is understood that the point for spanning the river, where that ghastly monument of engineering folly now stands high and dry, was originally insisted on, at a time when to cover the passage of a river by the guns of a fort was deemed a lesson of the mutiny to be accepted at any cost; and thus it was decreed from above that the Sutlej must be crossed at Phillour, in direct antagonism to the opinions of the experts—Mr. Harrison among them. Exactly whom to hang, on this account, the public will perhaps never know; though there is a feeling abroad that, with new taxation looming, the veritable culprit should be refused the privilege of official seclusion. The works on the additional length of bridge are for the moment almost at a stand-still, from the labourers being prostrated with fever. Notwithstanding this, however, hopes are expressed that the entire bridge may be open for traffic in the course of next year.—*Pioneer*.

INDIAN ITEMS.

COLONEL W. GORDON, Chief Inspector of Musketry, was at Umballa on the 21st, and purposed proceeding thence to inspect the 92nd Highlanders at Jullundur.—*Pioneer*, Nov. 24.

ON the motion of the Government Advocate, Mr. Edward Reynolds, B.A., of Lincoln College, Oxford, and of the Inner Temple, Barrister-at-Law, has been enrolled as an Advocate of the High Court, N. W. P.—*Ibid.*

WE hear that the Chief Court at Lahore have called on the Deputy Commissioner of Simla, to explain the circumstances under which the Official Liquidation of the Upper India Commercial Association has been so long in process.—*Ibid.*

THE *Julwatoor* says that the mortality among cattle in Ajmere Hissar, and other districts under the English Government, has been such that "the *name* and all traces of cattle are extinct." In fact the people have already forgotten that such things were!—*Ibid.*

RETRENCHMENT is the order of the day. The Lucknow Municipality, taking their cue from the Supreme Gomment, have pounced upon their Public Works and Police Department. They have given their Executive Engineer notice that his services are no longer required, and have reduced the salary of their Superintendent of Police.—*Ibid.*

THE return of Colonel Barrow to Lucknow has caused a few official changes. Mr. Curris has reverted to his post as Commisioner, and Major Macandrew has taken up the Secretariat duties; but as the latter leaves in a few days on leave to England, Mr. Harington will resume the duties of the office he has filled so creditably for the last three months. The Uncovenanted Service in Oudh are justly proud that one of their number should be selected to fill an office usually considered the stepping-stone to a Commissionership.—*Ibid.*

PREPARATIONS for the reception of the Duke of Edinburgh at Lucknow are being discussed already. His Royal Highness is expected there on the 20th January, and the Talookdars are said to be intensely anxious to see whether a Prince of the blood is different from other mortals made of commoner clay. The Barons of Oudh are, however, averse to spending money; and as the invitations to the Durbar will not be looked upon in the light of a command [though they were so, it is said, in 1867], it is expected that none but the wealthiest class will attend.—*Ibid.*

LAST week, Mr. Davies, Chief Commissioner of Oudh, held a sort of "Cabinet Council" at Seetapore—the Financial Commissioner, the Commissioner of the Division, the Inspector General of Police, and a few lesser magnates being present. It is understood that the subject under discussion was the recent order for retrenchment in the Police Department, and the arrangements to be made consequent on the Circular of the Governor-General in Council. Mr. Davies, it is said, believes that the wholesale reduction ordered is difficult, if not altogether impracticable, so far as Oudh is concerned.—*Ibid.*

THE EX-QUEEN OF SPAIN.—"Queen Isabella," says the *Gaulois*, "has decided on going to Rome at the epoch of the Council. Her son, the Prince of the Asturias, will receive his first communion from the hands of the Pope on December 8, the day of the Immaculate Conception."

FOUR royal accouchements are expected either in November or December, viz.:—The Princess of Wales, the ex-Queen Sophia of Naples, the Princess Margaret of Italy, and the Duchess of Parma. The Pope has promised to be godfather to two of the expected infants, those of the ex-Queen of Naples and the Duchess of Parma. Princess H. and the Queen have been hurrying back to Rome, in order that the birth may take place on Italian soil.—*Court Journal*.

THE PUNISHMENT FOR DUELLING IN FRANCE.—It may be remembered that a hostile meeting took place at the beginning of August in the Bois de Vezinet, between M. Paul de Cassagnac and M. Gustave Flourens, in which the latter was wounded. The other combatant and MM. de la Garde and Ducher, his seconds, as well as MM. Arnould and de Fonvielle, who acted for the adverse party, appeared the day before yesterday before the Correctional Tribunal of Versailles to answer for the offence. All the five were condemned to a fine of 100fr. each.—*Galignani's Messenger*.

I FIND the following in a newspaper, and translate it as a specimen of "Life in Paris" now-a-days:—"All Paris is occupied just now with a noble, whose generous manner of living revives the good old days of the Regency. A few days ago he treated sixteen persons to a dinner at Bignon's; eleven gentlemen of the clubs, the Bourse, the press, and five ladies of the theatre; Blanche d'Antigny, queen of the feast; Anna Deslions, more beautiful than the sixteen; Silly, Nelly d'Arcy, and the Princess B—de G—. The dinner cost 1,000f. (£64) 5 louis (£2) extra to the maître d'hôtel, who found I suppose that no one else could find, and 10 louis (£4) to the waiter. At dinner each one of the dames received a piece of jewelry which cost 50 louis, Blanche d'Antigny excepted, who excited much jealousy among the four others by receiving an enormous diamond worth 4,000fr. (£160). The stranger prince took the address of each of the male guests in order to send them a precious souvenir also."—*Paris Letter*.

THE CARWAR AND HOOBLEE RAILWAY.

COL. TREVOR'S REPORT.

RAILWAY CONSULTING ENGINEER'S DEPARTMENT;
Bombay, 29th September 1869.

To the Secretary to Government, Railway Department.

SIR,—I have the honour to submit, for the orders of Government, papers as per table of contents, relative to the proposed Railway from Carwar to Hooblee in the Southern Mahratta Country.

2. The Secretary of State sent out from home a party of gentlemen under charge of Mr. George Buchanan, to prepare a Survey with Plans and Estimates for the proposed Railway.

3. The party arrived in Bombay on the 7th of April 1869, and reached Carwar on the 11th of the same month. They returned to Bombay on the 11th of June, submitted their Plans and Estimates on the 12th of June, and left for England on the 2nd of August 1869.

4. The Estimates show the cost of lines on the regular Indian gauge of 5ft. 6in. and on a gauge 3ft. 6in. The aggregate cost of the former is put down at 163 lakhs of Rupees, and of the latter at 134½ lakhs. The cost of Rolling Stock is included in both Estimates.

5. The proposed Railway runs for the first 18 miles from Carwar, through open country close to the sea shore. It then enters a dense bamboo jungle, which continues without interruption for about 57 miles, after which the country is open and well cultivated. It adheres closely to the line of the Arbyle Ghaut Road. The length from Carwar to Yellapoor, 55½ miles, was surveyed by Mr. Buchanan's party; the section from Yellapoor to Hooblee, 40 miles, is taken from the Road Surveys made by the Executive Engineer of the district.

6. The line is divided into two portions by the Ghauts. Below the Ghauts a length of 45 miles there are 30 miles of grades ranging from 1 in 60 to 1 in 70, and 6½ miles between 1 in 70 and 1 in 100. Nearly 3 miles of the line are laid out on curves of a quarter of a mile radius. There are also 5 tunnels having an aggregate length of 2,056 yards, of which one is 1,276 yards in length.

7. It is proposed by Mr. Buchanan to ascend the Ghaut on the Fell principle. The incline is 4 miles 9 chains in length, of which all but 13 chains is laid out on a grade of 1 in 17. About one-third of the Ghaut is straight, two-thirds consist of curves varying from 500 feet to half a mile in radius. There is one tunnel 347 yards long. The total ascent is 1,229 feet.

8. Above the Ghaut, for the first 64 miles to Yellapoor, there is a long ascent of 1 in 60. There are several curves of ½ a mile radius, two tunnels and exceedingly heavy earth works, heavier than are to be seen anywhere on the G. I. P. Railway except on the worst portions of the Ghauts.

9. From Yellapoor to Hooblee, a length of 40 miles, more than one-third of the line is laid on grades of 1 in 60, but there are no curves of less than half a mile radius.

10. In general terms, this line may be said to have very bad gradients, sharp curves, and heavy works. It is a line manifestly inexpedient to adopt for execution unless it be first proved beyond cavil, after careful exploration, that a better one is unattainable at the same cost. The time at Mr. Buchanan's disposal was confessedly far too short to enable him to examine and survey the several different alternative lines of ascent that have been pointed out by persons conversant with the country. He, however, expresses himself satisfied that the Arbyle Ghaut, from the nature of the soil and the absence of rock, is better adapted for a Railway than either the Deodar, Barbul, or Kyga Ghauts; but both he and Lieutenant Marryat, who visited the proposed line of works, state that the section given in the drawings is capable of great improvement without any wide departure from the selected route.

11. In favour of Mr. Buchanan's impression in regard to the Arbyle Ghaut, it may be remarked that the long series of surveys carried on by the G. I. P. Railway Engineers in search of a practicable line of ascent to the Deccan, ended in establishing the fact that the old routes of commerce which had generally been followed by the constructors of the Government roads, presented as great if not greater facilities for the construction of a Railway than any other ghaut; moreover, the cost of the one now under construction is under construction greatly promotes the progress of the works, and also permits of sections of the railway being opened to public traffic as fast as completed. I am inclined to believe, therefore, that the Arbyle or some Ghaut close to it, that will ultimately be selected to be the best that could be chosen for the ascent to Hooblee, but, at the same time, I cannot recommend that any action should be taken on the surveys by the Government by Mr. Buchanan. Fair working plans must be prepared before any final decision can be arrived on the merits of the route he advocates.

12. It would be premature, on the information available, to discuss the engineering features of the scheme, but there are some essential points on which it is necessary to arrive at definite conclusions before on the Indian gauge cost about Rs. 9,000 a mile, this might be diminished to Rs. 5,000 on the narrow gauge. There would also be some saving in the construction of engine and carriage sheds, but on the whole my impression is that the weight of rail and rolling stock being the same, the cost of a narrow gauge line will be about £1,000 to £1,250 per mile less than that of a line on the standard Indian gauge. Lieutenant Marryat makes the difference £2,000 per mile and Mr. Buchanan nearly £3,000 per mile. But both these gentlemen have proceeded on the understanding that the rail on the Indian gauge would require to be 63 lbs. in weight per yard and on the narrow only 45 lbs.

28. The question for decision is whether it is expedient for this saving to break guage? I believe it is not; my principal reason for this opinion is that the number of waggons required to carry the traffic of India have to be considered; greater if worked in circles separated from one another by breaks of guage than if worked as part of one undertaking; and I believe that the expense which will be occasioned by the impossibility of using surplus stock on one section of the railway system to relieve the pressure caused by exceptional demands on another section, will in the end prove to be almost as great as if the broad gauge had been adopted for universal use in the first instance.

29. It will be argued that the Carwar Railway is not intended to be connected at present to the remainder of the Indian system, and that if at any future period a connection is made, the saving effected by the reduced expenditure in the first instance will amply repay the cost of altering the guage hereafter. But on this point, I would remark that in this Presidency the stock of waggons, &c., in possession of the Railway Companies, is so much in excess of either their present or prospective requirements, it would be more economical for Government to adapt their gauge to this stock than to spend fresh sums of money in constructing fresh stock on a different gauge, with the risk hereafter of finding the new stock left useless on their hands.

30. I do not advocate using rails for the Carwar Railway fit for running the present Indian engines, because it appears to me that with lighter engines the traffic on that railway can be worked without difficulty. If 3 tons be taken as the maximum to be carried on a wheel, and the ruling gradient be fixed at 1 in 60, a six-wheel coupled engine, weighing 18 tons, would drag a train of 180 tons dead weight; if from this dead weight be deducted 30 tons for the engine and tender and 90 tons for the weight of 20 vehicles, the paying load that could be carried per train would be about 60 tons.

31. On the Bombay Railways about two-thirds of the goods traffic has to be dealt with in the four months preceeding the monsoon. In case the same rule held good on the Carwar Railway, the traffic to be conveyed, say in 100 days, would be about 60,000 tons, and of this probably five-sixths or 50,000 tons would be required to be taken to the coast. With 60 tons in each train, a traffic of 500 tons a day would be carried with ease in 9 or 10 trains, and this number could be run without trouble on a single line with crossing stations ten miles apart. If at exceptional periods a greater daily traffic had to be accommodated, the work could be done by running trains with coupled engines, thus doubling the load per train.

32. Captain White has drawn up a most valuable Memorandum, which is attached, on the methods pursued by Engineers in ascending mountain ranges.

He describes four systems.

First.—The Fell system advocated by Mr. Buchanan.

Second.—The ordinary locomotive as on our Ghauts and on some lines in America.

Third.—The haulage of the trucks by wire ropes on banks.

Fourth.—The employment of Traction Engines working between the rails.

33. The Fell system of working is not altogether a success. It is perhaps the best method yet invented of working an engine and train over an existing mountain road, but few Engineers would, I believe, advocate the formation of a road specially for the adoption of that method of working trains. The engines ought to gain immense tractive force by the pressure on the central rail, but they are apt to get out of order for the causes explained by Captain White. Lieutenant Oldham, who lately visited Mont Cenis, in connection with the inquiry on the plan of brake to be used on the Thull and Bhore Ghauts, states that the special system is a failure. Engines and trains, it is true, pass over the Alps with safety, but except as a means of securing safety, the central rail on account of the constant failure of the engine is not of much service. On a road to be built expressly for a railway, perfect safety can be gained without a central rail.

34. The objections to ascents to be worked by ordinary locomotives on grades of 1 in 40 as on our ghauts, or 1 in 16 and 17 as on inclines in America are —1st, the great expense of original construction, and 2nd, the heavy outlay for working. The ascents over the ghauts on the G. I. P. have cost about £75,000 per mile, and to work them it is necessary to maintain large staffs at their summits. If to save first cost the gradients were stiffened from 1 in 40 to 1 in 20 or 1 in 17, the number of engines required to do the same work as on a grade of 1 in 40 would, in the first case, have to be increased by 2½ times, and in the second by rather more than three times. The establishment, stationed in a notoriously unhealthy locality, that would be needed in connection with the stock of engines required for getting up and down 500 tons of goods daily, would be enormous if the grades were stiffer than those of the G. I. P. Ghauts, and if they were not stiffer, the expense of the first construction of the road would ruin the Carwar Railway as a financial enterprize. In either case it seems to me that the expense connected with an ascent worked by ordinary locomotives, puts that system out of the question.

35. Haulage by rope has been going on for some years on the San Paulo Railway in Brazil, and it appears to me both from the descriptions I have read of the Canara Ghauts and of the character and direction of the traffic to be dealt with, that the haulage of the trucks by wire rope will prove both the most economical plan in first cost and in subsequent working. The machinery is simple, it requires no large skilled staff, it cannot easily get out of order, very little steam power is wanted, and with grades of 1 in 8 or 1 in 10 there is not the slightest danger of accident in the event of failure of the rope. What is wanted for the construction of the banks into which the lift will probably have to be divided, are long spurs on which straight lines can be laid out without heavy works. Lieutenant Marryat thinks there would be no difficulty in finding such a spur close to the Arbyle Ghaut ttoad, Major Goodfellow describes the Wuddy Ghaut as a long spur, without rocky precipices, that comes down close to the Gungawelly river, and up which long and straight inclines might easily be marked out. Above this ghaut he states the country is level and the proposed line to Bunkapoor would run along a water shed without any expensive masonry works.

36. Traction engines would haul up the ghauts a far greater load than locomotives of the same weight and power, and the descent could also be accomplished with greater safety and ease. But a large skilled staff, with workshops, &c., would be required for a traffic of 500 tons daily. The road up the ghaut would also be probably more expensive to construct than a line to be worked by rope. But even with these disadvantages traction engines would be a cheaper and more satisfactory method of working the ghaut than either ordinary locomotive engines or Fell's central rail system.

37. In comparing the line proposed by some merchants of Bombay from Sholapoor to Dharwar with the Carwar and Hooblee Railway, it will be as well to provide in both cases for an extension through the cotton districts, and to proceed as if the former were a line from Sholapoor to Bunkapoor, and the latter a line from Carwar to Guduk. The distance from Sholapoor to Bunkapoor, will be about 195, and from Carwar to Guduk about 135 or 127 miles, according to the route followed. The cost of the two lines per mile would not be widely different; the heavy river crossings on the Sholapoor line would compensate to some degree for the stiff ghaut and tunnel works on the Carwar alternative. But in addition to the expenditure incurred on the railway, there will on the Carwar scheme, be a considerable outlay for the improvement of the harbour, &c. With this addition taken into consideration, it is probable that the adaption of either of the alternatives would lead to about the same expenditure of capital.

38. In return for the capital expenditure, the Sholapoor line would open out a larger area and would confer the benefits of railway communication on a larger number of British subjects than the Carwar alternative. The indirect return in revenue from the opening out of the Kulladgee collectorate containing a population of more than 700 to the square mile, as well as of the Southern and Eastern portion of the Dharwar collectorate, would also be greater than from the other line, by which the Dharwar collectorate would be benefitted. But on the other hand, that benefit as far as it relates to the cotton interest, would be much greater by the adoption of the Carwar alternative than of the Sholapoor line. Cotton could not, even if pressed, be conveyed from Bunkapoor to Bombay, a distance of 480 miles, for less than Rs. 45 a ton. By rail it could be taken to Carwar with profit at about Rs. 12 or 15 a ton. The difference between the cost of carriage on the two routes would diminish in the Eastern cotton districts of Dharwar, and in the Raichore Doab, but it may be said that the adoption of the Sholapoor route in preference to the

in the last month of the year, but it is mainly caused by actual and legitimate increased outlay for various purposes, incurred generally in consequence of the efforts of the departmental officers to spend the whole of their available grants within the year, at the end of which the unspent balance would lapse. Payments of various sorts have thus been made, to which, so far as my information goes, no reasonable objection can be taken on the score of their character or objects, but only because they involved an excess over the Budget grants.

Such a result, showing to what an extent the expenditure can be suddenly expanded at the very end of the year, gives additional proof of the necessity for requiring that the expenditure shall be strictly limited within the annual grants, and making the controlling Financial Officers of the Department rigorously responsible for preventing any excess. Under a proper system, efficiently administered, the outlay of this Department can be completely kept under control by suitable expansion or contraction of the funds issued to the disbursing officers, and any unusual or sudden increase of expenditure, likely to lead to financial inconvenience, can quite easily be prevented. I have no reason whatever to suppose that the existing system of Public Works Department fails in any respect of what is thus required of it, and I can confidently look forward to the future satisfactory administration of the financial branch of this Department, under its present accomplished and vigorous head, Colonel Chesney, now that the Government of India itself thoroughly accepts the policy of complete financial regularity.

On the whole, as to this part of the outlay, the essential points brought out by the result of the past year's operation are, that additional strictness must be introduced into the system of making grants of money for Public Works after the commencement of the year; that complete conformity should be required to the rule that forbids expenditure on any object until a specific appropriation of funds has been made for the needful amount from a regularly authorized grant; that no disbursing officer should be permitted to spend money in excess of the amount appropriated for his use for each particular work or purpose. Until the practice of the Public Works Department is brought into substantial conformity with these principles—and I must say that a great deal still remains to accomplish such a result—the time will not have arrived for any relaxation of the close scrutiny into the operations of the Department which the Government of India considers to be its duty to maintain as the responsible head of the finances of the country. The results of a want of due caution in dealing with the vastly multiplied transactions of a great disbursing agency like that of the Public Works Department are, I should conceive, sufficiently indicated by what has happened last year to satisfy every one that, whatever be the defects of the present system of control, they do not lie on the side of excessive stringency or repression.

I have, perhaps, dwelt rather more on these topics than their intrinsic importance deserves, and I may seem to have spoken of the defects of practice to which I have referred as being more grave than they really have been. But I have purposely said everything that had to be said on the matter, because the administration of the Public Works Department is commonly much thought of, and because I myself think well of it, and believe that it will bear the most complete scrutiny into its system, and may challenge a comparison with any similar organization in India or elsewhere. It is, indeed, to the severity of our principles of economy, and not to any laxity, that such defects as I have had to speak of to-day are looked upon as defects calling for serious attention, and I firmly believe that in no other branch of the public expenditure will a smaller proportion of irregular outlay be found to occur.

I now pass to the railway expenditure. For the control of this, the Public Works Department has hitherto been but partly responsible, and it will only be from the beginning of next financial year that the entire charge will be transferred from the Financial Department, in which a great portion of the business was carried on, to the Public Works Department.

The excess outlay under the head of railways is almost entirely due to the falling off in the railway traffic, and the consequent increase of the net charge for guaranteed interest, which, against an estimate of £1,202,900, actually amounted to £1,760,370, giving an excess of £497,470. I will not detain the Council with any detailed comments on this part of the expenditure, but I would point out that the charge for guaranteed interest is the balance of a somewhat complicated series of accounts, now with us more satisfactorily within the control of the Government of India, and in respect to which the power of the Government to obtain satisfactory estimates is very incomplete. The principle of showing all transactions in the public accounts as they occur, without set-off, has been departed from in the case of the guaranteed railway interest, and I think with decidedly bad results. The Government of India has the question how to deal with the whole of the railway accounts now under consideration, and it is probable that some important changes will be made, among which may be expected the exhibition of the gross railway interest of a charge, the net receipts being shown as income, and the adoption for the railway accounts of a system having essentially the general characteristics of the Budget system of the Public Accounts. The immense importance of the transactions of the Guaranteed Railway Companies on the finance of India is sufficiently indicated by the circumstance that, in the past year, a charge of almost half a million, for which provision was not made in the estimate, had to be provided for, and that such charges are to a very great extent beyond the control of the Government, extremely difficult to estimate with accuracy, and at any time liable to recur almost without warning.

It manifestly becomes the duty of the Government to do everything in its power to bring within due financial control charges on the revenues such as these, and it is not less obvious that it is only by careful attention to the railway income and expenditure, and to the accounts which exhibit the results of the working of the railways, that such a control can be established and maintained. I have no difficulty in saying that till now the railway accounts have not been so dealt with as to admit of the exercise of a satisfactory financial control of the operations of the companies, and that there are few things which have a more important bearing on the satisfactory management of the general finances of the country than the early establishing of an efficient system of railway account and financial control. The object of the Government in its dealings with the Railway Companies in these respects can only be to secure an exact and prompt knowledge of their transactions, and to prevent wasteful expenditure, which objects are no less important to the shareholders of the companies than to the Government. There is no possible conflict of interests, and it is a plain paramount duty of the Government of India to the tax-payers of the country to exercise, within the limits of the authority secured under the contracts, as much control as may over these transactions, which involve payments of public money on a very large scale, as over any other branch of the public expenditure.

During the past year the other elements of railway charge debitable to the revenues have not been very important. There has been a decrease of £1,000 under the heads of Controlling Establishments, and Land for the guaranteed lines, of £39,433, and of £29,957 for charges on account of the Calcutta and South-Eastern Railway, which were brought to notice after the Budget grants were fixed. Against this has to be set off a saving of £122,700 for loss by exchange, the result of the operations of the year having terminated with a gain under this head, which is shown as a receipt amounting to £15,435. In all, these items show a net saving of £53,310. These amounts differ somewhat from those shown in the Civil accounts; but the difference is not important, and it will be adjusted in my next review of the railway accounts to the Public Works Department next year.

The income of the Public Works Department for the year was £823,049, having been better than the Budget Estimate by £133,049. The details of the income call for no special comment.

My Lord, I will only add a few words more. The Public Works Department is very commonly regarded as the great enemy of public economy, and the first cause of financial disorder. We are told of the tyranny of the Public Works Department from which no Government can escape. But in fact, what is this department? It is the agency, and nothing more than the agency, through which the Government, in all its various departments, supplies itself with extravagancies. The Public Works Department does not desire to build palatial barracks, nor splendid hospitals, nor vast court-houses. It has no wish to stud the country with police offices and stations. All these works are undertaken to satisfy the various civil departments of the administration, and the difficulty of the Public Works Department is to bring their demands within reasonable and practicable limits. So it is in truth with all other works. The Public Works Department receives from the Government that sum which the Government thinks fit to spend from year to year on this class of objects, and does its best to apply the money suitably. And the remedy against any final inconvenience that can arise from the operation of this department is in the most complete manner in the hands of the Government; indeed, in a far more complete manner than in any other branch of the administration. How true this is, is shown by the occurrences of the last few months. The Government having become really alive to the necessity for economy, at once reduced the Public Works expenditure by £800,000, and next year will reduce it by a million and a quarter. To speak of a more disbursing agency as in any sense responsible for the extent of the outlay is manifestly a complete misuse of terms, and in future, I hope, that when it is thought proper to find fault with any excessive expenditure on public works, the responsibility will be attributed, where it is due, to the administrative departments, and to the Executive Government.

THE VICEROY.

After the very great amount of information which has been placed before the public, both in the financial despatch which we addressed some time ago to the Secretary of State, and also in the clear statements which have been made here to-day, as to the reasons and causes which rendered it incumbent on the Government of India to take the unusual course which has been adopted with regard to imperial finance, I have but few additional remarks to make. Nothing has been kept back. Everything has been fully described; the means which we propose to take to prevent a recurrence of what has happened have been also, as far as is possible, laid with the utmost care before the Council; it is gratifying to me, as it must be to my colleagues in the executive Government, to know that, however much the public, in common with us, may regret the necessity of the course we have taken—however much some of the details of the proposals we have made may be criticised—yet we have received both from the public, as far as we can judge, and certainly from the press, a generous and, I may almost say, a cordial approval. I have every hope that those sentiments which have been so generally expressed in India will be shared in by Her Majesty's Government and public opinion at home, and that every candid man will, on careful consideration of the facts of the case, come to the conclusion that the course we have followed was the wisest and safest that could have been taken under the peculiar circumstances of our position.

I am quite aware that the step we have taken is most unusual, but it is not unprecedented. If history is examined an enquiry made into occurrences that have taken place in countries where a representative system of Government is in full force, it will be found that on special occasions a similar proceeding has been adopted.

In England, financial changes cannot take place except during the sitting of Parliament. But occasions have arisen when Parliament has been called together at unusual periods for the purpose of dealing with a financial crisis or to provide for a financial necessity. But although happily the necessity for such a course being taken has not frequently arisen in England, precedents may be found, sanctioned by the highest authorities, where such courses have been found absolutely necessary and entirely justifiable. Such a case has arisen here.

I have said that the necessity must appear to any man to be absolute. This being so, there were only two courses open to the Government of India. Every one can form an opinion on the matter, for our financial position has been before the public for nearly two months. The facts we have described in our despatch being fully known and verified, we had either to adopt a policy of concealment or of candour. Had we adopted the first course we must have placed ourselves in this position: we must have remained in a state of silence till next March, with the full knowledge that the public were under a grossly erroneous impression as to the true financial state of the country. This was a position in which, I think, no body of honourable men could for a moment have thought of placing themselves. I must say in justice to my colleagues that the resolution to take at the earliest possible moment the public into the confidence of the Government was unanimously agreed to, and that as soon as our financial position was ascertained beyond a doubt, we felt that it was our duty to lay those facts unreservedly before the public, and ask for its generous support in the measures which we have deemed it indispensable to propose.

Some slight foreboding was certainly expressed in one or two quarters. It was said that by the premature disclosure of the real financial state of the empire we should run the risk of damaging national credit and throwing a general air of discredit upon the whole proceedings of the Government.

I, in common with my colleagues, took a different view, which I think the result has shown to be the right one, for though the statements which were made have been now for a considerable time before the public, we have found that the financial credit of the country has not been seriously damaged, but that the public, knowing the worst and feeling and appreciating the efforts of the Government to deal with the difficulty, have seen that these difficulties can be surmounted; that there is no real danger to the permanent financial position of the empire; and that administrative reforms and strict adherence to the ordinary rules of economy and prudence is all that is necessary to place our fiscal affairs on a sound and healthy basis.

I rejoice, therefore, that, casting aside the adherence to general routine we adopted this course—I am not at all insensible to its disadvantage and its manifold inconveniences—it is certainly not a line of action I should even desire to repeat; and I am strongly of opinion that, except under the most extraordinary circumstances, it would be quite unjustifiable.

But when we look to the situation of affairs—when we look at the state of deficit into which we were for a fourth year about to be plunged—when we knew that means were in our power to mitigate if not altogether to avert the evil—I think the public will agree with me in saying that routine and ordinary rules of administration were not considerations that ought to guide or control the Government at such a time.

I believe, therefore, that by the assistance of every department of the Government in preventing delay—in forwarding all useful information in trying as far as possible to avoid the leaving of any unequal or unusual disbursement to the end of the year—in endeavouring as far as possible to spread the expenditure over those months of the year in which it generally occurs, I think that by this means, and also by great efforts on the part of the Government of India, by condensing, analysing, and bringing to use the information at their disposal, a great portion of what has already occurred may for the future be avoided.

I hope it will not be supposed from the remarks I have made that it is my belief that incorrect information has been supplied to the Government. On the contrary, I believe that the information which has been placed at the disposal of the Government is thoroughly accurate and completely reliable, but what I object to is—that the information is often given too late and the details are not available in sufficient time to make them thoroughly useful for administrative purposes. I believe that, considering the great power of this Government, and looking also to the great advantages which it possesses in having in its service so many able and experienced officers, there can be really no substantial difficulty in obtaining at an earlier moment the vast amount of information which is in every year so carefully collected and which has generally been found to be so thoroughly reliable.

I wish to say that we have embodied the opinions in a despatch to the Secretary of State, and I have little doubt that in the efforts we intend to make in this direction we shall receive the hearty and cordial approval and support of Her Majesty's Government.

I have merely now to say on the part of the Government of India how deeply we feel the general support which has been given both by Local Governments and also by the public generally to our proposals as a whole.

When the financial position was at first disclosed, I received from many quarters the most hearty assurance of active assistance. From Madras, whose Government was the first to come forward without any invitation or suggestion on our part, we received by telegraph an offer to say that, if necessary, they were ready to add a considerable amount to the Salt Tax in that Presidency.

The proposal was immediately acquiesced in by Bombay, and I may say that though there may be some differences of opinion as to the details of the reductions we propose, we have never received any expression of doubt as to the necessity of the case, or as to the duty of the Local Governments to assist to the utmost of their ability the Government of India in the difficult and arduous task which we have undertaken.

We all know there must always be a considerable difference of opinion among men who are engaged in the conduct of great affairs, especially if they happen to be Englishmen, yet still I believe there has never been known an instance in Indian history when, at any great crisis, the Local Governments failed in their duty and refused their support to the Supreme Government I can only say, as it has happened before so it has now, and further that the Government of India is most anxious to defer in all matters under discussion to their opinions, but at the same time we must express our firm determination to arrive at all hazards and in the shortest time, in the least objectionable manner, at the great financial result at which we aim.

We are engaged in dealing with great interests and enormous sums—we are engaged in an attempt which may be summed up in two or three words. We have to change the fiscal condition of this country in such a way as to give to the public at the earliest possible moment a financial advantage of upwards of three millions of money.

I am now speaking not only the opinion of the Government of India but also that of the Secretary of State, when I say that it is decided that, looking to the many fluctuating items in the resources of the country, to the risks to which we are liable, and the magnitude of the interests involved, unless such a result is obtained, it cannot be said that Indian finance stands upon a sound and substantial basis.

Although the effect of this great reduction of expenditure may be in a few cases somewhat to injure individual interests, or, what is far more important, to postpone for a short period works of usefulness in which we are all deeply interested, yet by making these sacrifices now we shall lay up for ourselves a great store of safety and welfare for hereafter, for unless such a course is taken we cannot hope to carry on with success and finish within any reasonable time the great works of improvement which are so necessary to the life, the comfort, the health, and safety of the people, and to the speedy completion of which the honour and the credit of this Government is so irrevocably pledged.

The motion was then put and agreed to.

Leave was given to bring in the Bill.

THE WHEEL OF FORTUNE.

The speculating mania which with more or less violence has prevailed in Paris since the establishment of the Empire produces strange fluctuations of fortune. At the present moment the talk is of the disappearance of M. Jules D——, a *millionaire* who lived in grand style. A damsel who was very intimate with him went the other day to his office to enquire after him. "Where," said she to Pierre, the office porter, "Where is your master?"—"Mademoiselle, there is no master here except myself."—"And M. Jules, if you please?" "He is admiring the plains and sky of Belgium; he has gone I think to Spa, to try his fortune at roulette, with the 10,000 fr. which I paid him for the good-will of his business and personal property. As for the 2,000,000 fr. which he lost last year principally at the last liquidation, they are in my safe. That is the history, Mademoiselle." "What do you mean?"—"That M. Jules has no luck, and has emptied his pockets into mine."—"I do not understand you."—"It is very simple; when I saw that M. Jules was losing, I operated on my own account, but on a system contrary to his. When he bought, I sold, in such a manner that when he lost I won;—M. Jules is not entirely ruined, but very nearly; he paid his losses, and to get rid of indiscreet questions from his friends, he has gone travelling."—"That is unfortunate for me" said the damsel, "for he was kind enough to make me a pension of 1,000 fr. per month." "That is very easily arranged.—I will give you the pension."—"But—and poor Jules."—"I intend opening a bank and will offer him employment as porter in my office, I was his for four years, why can he not render me the same service? Each in his turn."—*Paris Letter.*

A CAUTION.

A Paris letter in the columns of an Indian contemporary has the following:—

"An unpleasant revelation is to be found in the past number of the *Revue des deux Mondes* which may perhaps check the mania for wearing false hair. A ship some time since reached a French port laden with some species of cargo that gave forth such an odious stench that the authorities interfered and ordered the removal of the vessel. Reports flew about, how originated no one knows, that the cargo consisted of human hair, chiefly Mexican and Indian scalps, undressed, and waiting for the delicate manipulation of the *perruquier*. The cargo disappeared, but the public curiosity was too great to be stifled, and the Government therefore ordered an enquiry into the circumstances of the case which has given the following results:—It appears that the criminals in the prison of St. Pelagie are employed in picking, sorting, and arranging hair brought for sale by the chiffoniers of Paris who collect it from the foul sewers, and when opportunity offers, from the heads of dead and sometimes buried Parisians! Then it is neatly carded out and tied to threads of silk by the prisoners, and then being handed over to the dyer and dresser it is transformed into those aureoles of golden hair which throw a halo of sunshine around the heads of our fashionable belles. After this, I can no longer doubt that illuminating gas can be manufactured from sewage, seeing that scavengers and criminals can extract from the sewer and the grave, the golden light that beautifies our damsels so exceedingly. But, henceforth, whenever I see a towering mass of false hair glistening in the rays of the sun like threads of burnished gold, I shall think of the filthiness of the sewers and of the corruption of the Morgue."

THE EXECUTION BY HARA-KIRI.

[BY ALGERNON BERTRAM MITFORD, SECRETARY TO H. M.'S LEGATION IN JAPAN.]

I was sent officially to witness the execution by *Hara-Kiri** (self-immolation by disembowelling), of Taki Zenzaburo, the officer of the Prince of Bizen. He it was who gave the order to fire on the foreign settlement at Hiogo. As the *Hara-Kiri* is one of the Japanese customs which has excited the greatest curiosity in Europe, although, owing to the fact that it had never hitherto been witnessed by foreigners, it has seemed little better than a fable, I will relate what occurred.

The ceremony, which was ordered by the Mikado himself, took place at 10-30 at night in the Temple of Seigukuji, the head-quarters of the Satsuma troops at Hiogo. A witness was sent from each of the foreign legations. We were seven foreigners in all.

We were conducted to the temple by officers of the Princes of Satsuma and Choshiu. Although the ceremony was to be conducted in the most private manner, the casual remarks which we overheard in the streets, and a crowd lining the principal entrance to the temple, showed that it was a matter of no little interest to the public. The courtyard of the temple presented a most picturesque sight; it was crowded with soldiers standing about in knots round large fires, which threw a dim flickering light over the heavy eaves and quaint gable-ends of the sacred buildings. We were shown into an inner room where we were to wait until the preparation for the ceremony was completed: in the next room to us were the high Japanese officers. After a long interval, which seemed doubly long from the silence which prevailed, Itô Shunské, high provincial Governor of Hiogo, came and took down our names, and informed us that seven *kenshi*, sheriffs or witnesses, would attend on the part of the Japanese. He and another officer represented the Mikado; two captains of Satsuma's infantry, and two of Choshiu's with a representative of the Prince of Bizen, the clan of the condemned man, completed the number, which was probably arranged in order to tally with that of the foreigners. Itô Shunské further inquired whether we wished to put any questions to the prisoner. We replied in the negative.

A further delay then ensued, after which were invited to follow the Japanese witnesses into the *hondo* or main hall of the temple, where the ceremony was to be performed. It was an imposing scene. A large hall with a high roof supported by dark pillars of wood. From the ceiling hung a profusion of those huge gilt lamps and ornaments peculiar to Buddhist temples. In front of the high altar, where the floor, covered with beautiful white mats, is raised some three or four inches from the ground, was laid a rug of scarlet felt. Tall candles placed at regular intervals gave out a dim mysterious light, just sufficient to let all the proceedings be seen. The seven Japanese took their places on the left of the raised floor, the seven foreigners on the right. No other person was present.

After an interval of a few minutes of anxious suspense, Taki Zenzaburo, a stalwart man thirty-two years of age, with a noble air, walked into the hall attired in his ceremonial dress, which consisted of hempen cloth wings which are worn on great occasions. He was accompanied by a *kaishaku* and three officers, who wore the *zimbaori* or war surcoat with gold-tissue facings. The word *kaishaku*, it should be observed, is one to which our word *executioner* is no equivalent term. The office is that of a gentleman; it is generally performed by a kinsman or friend of the condemned, and the relation between them is rather that of principal and second than that of victim and executioner. In this instance the *kaishaku* was a pupil of Taki Zenzaburo, and was selected by the friends of the latter from among their own number for his skill in swordsmanship.

With the *kaishaku* on his left hand, Taki Zenzaburo advanced slowly towards the Japanese witnesses, and the two bowed before them, then drawing near to the foreigners they saluted us in the same way, perhaps even with more deference: in each case the salutation was ceremoniously returned. Slowly and with great dignity, the condemned man mounted on to the raised floor, prostrated himself before the high alter twice, and seated† himself on the felt carpet with his back to the high altar, the *kaishaku* crouching on his left-hand side. One of the three attendant officers then came forward bearing a stand of the kind used in temples for offerings, on which, wrapped in paper, lay the *wakizushi*, the short sword or dirk of the Japanese, nine inches and a half in length, with a point and an edge as sharp as a razor's. This he handed, prostrating himself, to the condemned man, who received it reverently, raising it to his head with both hands, and placed it in front of himself.

After another profound obeisance, Taki Zenzaburo, in a voice which betrayed just so much emotion and hesitation as might be expected from a man who is making a painful confession, but with no sign of fear either in his face or manner, spoke as follows:—

"I, and I alone, unwarrantably gave the order to fire on the foreigners at Kôbé, and again as they tried to escape. For this crime I disembowel myself, and I beg you who are present to do me the honour of witnessing the act."

Bowing once more, the speaker allowed his upper garments to slip down to his girdle, and remained naked to the waist. Carefully, according to custom, he tucked his sleeves under his knees to prevent himself from falling backwards, for a noble Japanese gentleman should die falling forwards. Deliberately, with a steady hand, he took the dirk that lay before him; he looked at it wistfully, almost mournfully, for a minute; he seemed to collect his thoughts for the last time, and then, stabbing himself deeply below the waist on the left-hand side, he drew it slowly across to the right side, and turning the dirk in the wound, gave a slight cut upwards. During this sickeningly painful operation he never moved a muscle of his face. When he drew out the dirk he leaned forward and stretched out his neck; an expression of pain for the first time crossed his face, but he uttered no sound. At that moment the *kaishaku*, who, still crouching by his side, had been keenly watching his every movement, sprang to his feet, poised his sword for a second in the air; there was a flash, a heavy, ugly thud, a crashing fall, with one blow the head had been severed from the body.

A dead silence followed, broken only by the hideous noise of the blood gushing out of the inert heap before us, which but a moment before had been a brave and chivalrous man. It was horrible.

The *kaishaku* made a low bow, wiped his sword, and retired from the raised floor; and the stained dirk was solemnly borne away, a bloody proof of the execution.

The two representatives of the Mikado then left their places, and crossing over to where the foreign witnesses sat, called us to witness that the sentence of death upon Taki Zenzaburo had been faithfully carried out. The ceremony being at an end, we left the temple.

The ceremony, to which the place and the hour gave an additional solemnity, was characterized throughout by that extreme dignity and punctiliousness which are the distinctive marks of the proceedings of Japanese gentlemen of rank; and it is important to note this fact, because it carries with it the conviction that the dead man was indeed the officer who had committed the crime, and no substitute. While profoundly impressed by the terrible scene, it was impossible at the same time not to be filled with admiration of the firm and manly bearing of the sufferer, and of the nerve with which the *kaishaku* performed his last duty to his master. Nothing could more strongly show the force of education. The *samurai*, or gentleman of the military class, from his earliest years learns to look upon the *Hara-Kiri* as a ceremony in which some day he may be called upon to play a part as principal or second. In old-fashioned families, which hold to the traditions of ancient chivalry, the child is instructed in the rite and familiarized with the idea as an honourable expiation of crime or blotting-out of disgrace. If the hour comes, he is prepared for it, and bravely faces an ordeal which early training has robbed of half its horrors. In what other country in the world does a man learn that the retribution of affection which he may have to pay to his best friend may be to act as his executioner?

Since I wrote the above, we have heard that, before his entry into the fatal hall, Taki Zenzaburo called round him all those of his own clan who were present, many of whom had carried out his order to fire, and addressing them in a short speech, acknowledged the heinousness of his crime and the justice of his sentence, and warned them solemnly to avoid any repetition of attacks upon foreigners. They were also addressed by the officers of the Mikado, who urged them to bear no ill-will against us on account of the fate of their fellow-clansman. They declared that they entertained no such feeling.

The opinion has been expressed that it would have been politic for the foreign representatives at the last moment to have interceded for the life of Taki Zenzaburo. The question is believed to have been debated among the representatives themselves. My own belief is that mercy, although it might have produced the desired effect among the more civilized clans, would have been mistaken for weakness and fear by those wilder people who have not yet a personal knowledge of foreigners. The offence—an attack upon the flag and subjects of all the Treaty Powers, which lack of skill, not of will, alone prevented from ending in an universal massacre—was the gravest that has been committed upon foreigners since their residence in Japan. Death was undoubtedly deserved, and the form of death was in Japanese eyes merciful and yet judicial. The crime might have involved a war and cost hundreds of lives; it was wiped out by one death. I believe that in the interest of Japan as well as in our own, the course pursued was wise, and it was very satisfactory to me to find that one of the ablest Japanese ministers, Gotô Shojirô, with whom I had a discussion upon the subject, was quite of my opinion.

The ceremonies observed at the *Hara-Kiri* appear to vary slightly in detail in different parts of Japan; but the following memorandum upon the subject of the rite, as it is practised at Yeddo, clearly establishes its judicial character. I translated it from a paper drawn up for me by a Japanese who was able to speak of what he had seen himself. Three different ceremonies are described:—

1st. Ceremonies observed at the *Hara-Kiri* of a *Hatamoto* (petty noble of the Tycoon's court) in prison. This is conducted with great secrecy. Six mats are spread in a large courtyard of the prison; an *ometsuke* (officer whose duties appear to consist in the surveillance of other officers), assisted by two other *ometsukés* of the second and third class, acts as *kenshi* or sheriff, and sits in front of the mats. The condemned man, attired in his dress of ceremony, and wearing his wings of hempen cloth, sits in the centre of the mats. At each of the four corners of the mats sits a prison official. Two officers of the Governor of the city act as *kaishaku* (executioners or seconds), and take their place, one on the right hand, and the other on the left hand of the condemned. The *kaishaku* on the left side, announcing his name and surname, says, bowing, "I have the honour to act as a *kaishaku* to you; have you any last wishes to confide to me?" The condemned man thanks him and accepts the offer or not, as the case may be. He then takes the sheriff, and a piece of white nine and a half inches long is placed before him at a distance of three feet, wrapped in paper and lying on a stand such as is used for offerings in temples. As he reaches forward to take the wooden sword and stretches out his neck, the *kaishaku* on his left-hand side draws his sword, and strikes off his head. The *kaishaku* on the right-hand side takes up the head and shows it to the sheriff. The body is given to the relations of the deceased for burial. His property is confiscated.

2nd. The ceremonies observed at the *Hara-Kiri* of a *daimio's* retainer. When the retainer of a daimio is condemned to perform the *Hara-Kiri*, four mats are placed in the yard of the *yashkiki* or palace. The condemned man, dressed in his robes of ceremony, and wearing his wings of hempen cloth, sits in the centre. An officer acts as sheriff, with a sub-sheriff under him. Two officers, who act as *kaishaku*, are on the right and left of the condemned man; four officers are placed at the corners of the mats. The *kaishaku*, as in the former case, offers to execute the last wishes of the condemned. A dirk nine and a half inches long is placed before him on a stand. In this case the dirk is a real dirk, which the man takes and plunges deeply into the left side of the navel, drawing it across to the right side. At this moment, when he leans forward in pain, the *kaishaku* on the left-hand side cuts off his head. The *kaishaku* on the right-hand side takes up the head, and shows it to the sheriff. The body is given to the relations for burial. In most cases the property of the deceased is confiscated.

3rd. Self-immolation of a daimio on account of disgrace. When a daimio has been guilty of treason or offended against the Tycoon,* inasmuch as the family is disgraced, and an apology could neither be offered nor accepted, a mutual understanding between the chief. Calling his councillors around him, he confides to them his last will and testament for transmission to the Tycoon. Then, clothing himself in his court dress, he disembowels himself, and cuts his own throat. His councillors then report the matter to the Government, and a coroner is sent to investigate it. To him the retainers hand the last will and testament of their lord, and he takes it to the Gorojii (1st Council), who transmit it to the Tycoon. If the offence has been heinous, such as would involve the ruin of the whole family, by the clemency of the Tycoon, half the property may be confiscated, and half returned to the heir; if the offence is trivial, the property is left inherited intact by the heir, and the family do not suffer.

In all cases where the criminal disembowels himself of his own accord without condemnation and without investigation, inasmuch as he is no longer able to defend himself, the offence is considered as non-proven, and the property is not confiscated.

There are many stories on record of extraordinary heroism being displayed in the *Hara-Kiri*. The case of a young fellow, only twenty years old, of the Choshiu clan, which was told me the other day by an eye-witness, is a recent addition as a notable instance of self-determination. Not content with giving himself the one necessary cut, he slashed himself thrice horizontally and twice vertically. Then he stabbed himself in the throat until the dirk protruded on the other side, with its sharp edge to the front; setting his teeth in one supreme effort, he drove the knife forward with both hands through his throat, and fell dead.

One more story and I have done. The Tycoon, beaten on every side, and having fled ignominiously to Yeddo, is said to have determined to fight no more, but to yield everything. A member of his second council went to him and said, "Sir, the only way for you now to retrieve the honour of the family of Tokugawa is to disembowel yourself; and to prove to you that I am sincere and disinterested in what I say, I am here ready to disembowel myself with you." The Tycoon flew into a great rage, saying that he would listen to no such nonsense, and left the room. His faithful retainer, to prove his sincerity, retired to another part of the castle and solemnly performed the *Hara-Kiri*.—*Cornhill Magazine.*

* The events of the last three months have rendered treason against the Tycoon a thing of the past.

Sir Walter Scott on Beauty.—In one of the delightful descriptions of Female Loveliness which adorn the pages of his interesting work, he alludes to a fragrant and pearly mouth and pearly set of teeth as ranking among the first attributes of Feminine Beauty. The care and conservation therefore of ornamental teeth, precious and valuable as they are, become objects of high interest. Among the various preparations offered for the purpose, Rowlands' Odonto, or Pearl Dentifrice, stands unrivalled in its capability of whitening, purifying, and preserving the teeth to the latest period of life. It will be found to eradicate all tartar and concretions, and impart a pearl-like whiteness to the enamelled surface, remove spots of incipient decay, render the gums firm and red, and thus fix the teeth firmly in their sockets, and from its aromatic influence imparts sweetness and purity to the breath. Ask for "Rowlands' Odonto" and avoid spurious imitations. The genuine article has the words "A. Rowland & Sons, 20 Hatton Garden," engraved on the Government stamp affixed on each, and may be obtained at all Stores or Chemists throughout India.—(Advt.)

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TWO YEARS' RIGOROUS IMPRISONMENT.
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* *Hara-Kiri* from *hara*, the belly; and *kiri*, root form of *kiru*, to cut.

† Seated himself—that is, in the Japanese fashion, his knees and toes touching the ground, and his body resting on his heels. In this position, which is one of respect, he remained until his death.

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